
Front cover: Norfolk Island Pine channel markers for Erscotts Passage – bearing approximately 244° True (Photograph by David Nutley)
Lord Howe Island Maritime Archaeological Survey
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THE SURVEY TEAM

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Brian Busteed Proprietor, Howea Divers – Coxswain

Richard Smith ABC Television - Documentary filmmaker and diver.

Figure 1  Lord Howe Island Marine Park vessel, Coris. The main survey platform used during the 2002 expedition (photograph by Tim Smith).
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Julie Smith Ranger, Lord Howe Island Administration - seconded by Lord Howe Island Marine Park to provide diver support. Julie’s diving skills, professionalism, positive outlook and willingness to engage in underwater cultural heritage research were greatly appreciated.

Darrin Nobbs Coxswain. ‘Da’s’ humour, exceptional boat handling skills and fearless approach to life made working in 2-3m swells not only possible but also bearable!

Richard Smith ABC Documentary filmmaker. Richard’s video work provides a valuable record of the survey. It is a shame that on this occasion weather induced limitations on the search for the *Supply* anchor did not favour documentary work. Hopefully there will be another opportunity.

Margaret (Pixie) and Ed Rourke Proprietors, Pinetrees Resort. Pixie and Ed’s provided great hospitality at Pinetrees. Their contribution of aerial photographs of the *Jacques del Mar* was a great addition to the record of the island’s maritime history in this report.

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Myra Stanbury: Curator, Western Australian Maritime Museum: For information on anchor sizes related to the *Supply*

Kieran Hosty: Curator, Australian National Maritime Museum: For information on anchor and cable sizes and use of a magnetometer and underwater video.

Helen Muldoon: Executive Officer, NSW Marine Park Authority: For providing an efficient line of communication between Marine Parks Authority and the NSW Heritage Office.

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Figure 2: Mt Lidgbird—named by the captain of HMS *Supply*, Lt. Henry Lidgbird Ball, who discovered the island in 1788. (Photograph by David Nutley)
Lord Howe Island Maritime Archaeological Survey

1 Executive Summary

Lord Howe Island with its surrounding marine park is a special place. The natural assets of this area are recognised internationally for their uniqueness in terms of geographical location and almost pristine condition. The island’s rich maritime associations with mainland Australia are less well established and the associated physical reminders of past human interaction are under utilised as a learning resource.

The Lord Howe Island Maritime Archaeological Survey was undertaken to contribute to the development of appropriate management and interpretation of Lord Howe Island maritime heritage. It was conducted as a joint project between the NSW Heritage Office and the NSW Marine Park Authority.

The survey identified a range of significant underwater cultural features that have a special association with the island’s historical past. Through this survey a scientific assessment of the shipwrecks and associated items, protected by a range of State and Federal legislation, has been commenced for the first time.

The survey has identified the value of this archaeological resource, demonstrated its importance in association with the established world heritage attributes of Lord Howe Island and provided recommendations for its ongoing management and interpretation.

The work of this survey is still preliminary in nature. There is considerable scope for additional direct and remote sensing surveys in the marine park and for drawing upon the wealth of information that resides within the oral history tradition of island residents. The existence of land based maritime heritage was only touched upon within the current survey. Limited investigation however revealed the continuing survival of shipwreck relics in various forms including a number of houses built from recycled timbers of ships wrecked at or near the island.

Linked to the natural heritage values of the island, the land and marine based cultural heritage provides great potential for further promotion and understanding of this unique place and its colourful history.
Lord Howe Island Maritime Archaeological Survey

1 AIMS

The Lord Howe Island Maritime Archaeological Survey set out to investigate key cultural heritage sites located in waters bordering Lord Howe Island. This work was undertaken to enable informed management decisions by the Marine Park Authority and the Heritage Office and to assist in the promotion of the cultural heritage values of the Marine Park.

The investigation focused on 4 key areas:

1.1 Target 1 - First Fleet Anchor, HMS Supply

The principal target was an historic anchor believed lost in 1788 from the First Fleet tender, HMS Supply, on the western side of the island.

1.2 Target 2 - Whaling Heritage

Two early whaling shipwrecks have occurred at the island. The George lost in 1830 and Wolf in 1837 form part of a unique group of whaling vessels lost in New South Wales’ waters. Both vessels were lost on the south-eastern side of the island. Archival information eliminated the Wolf as a practical target as it is believe to have sunk in anything from 1km to 4km of water.

1.3 Target 3 - Lagoon Losses

Five shipwrecks have been lost at the entrance to the island’s lagoon. They comprise SM Stetson (1877), Ovalau (1903), La Meurthe (1907), Jacques del Mar (1954) and Favorite (1965). The Ovalau, Jacques del Mar and Favorite were investigated, accurate positions obtained, and preliminary archaeological assessments completed. Weather conditions prevented any investigation of the La Meurthe and limited investigation of the Jacques del Mar.

1.4 Target 4 - General Maritime Heritage of the island

Information was sought from oral history sources on the island in relation to photographs, stories, relics and other maritime heritage including the aviation heritage associated with flying boats scuttled in the marine park.
Lord Howe Island Maritime Archaeological Survey

2 Methodology

2.1 Background research
The maritime history of Lord Howe Island is generally sourced from a few general histories that document early island life. They include Nicholl’s 1939 work, *Lord Howe Island 1788-1938*; Rabone’s *Lord Howe Island – It’s Discovery and Early Associations of 1972*; and Neville’s colourful account of David Blackburn’s life, *Blackburn’s Isle*, of 1975.

These sources provide a useful background to the island’s discovery, settlement and maritime traditions, however some are limited by a lack of referencing. The islander histories are important especially in relation to local recollections of shipping accidents and the impact that these events had on the inhabitants.

There have been many publications dealing with the early transactions and correspondence between key personnel associated with the settlement of the colony. These provide convenient access to the records, the originals of which can be found in major collections such at the Mitchell Library of New South Wales. During the research phase of the project, the Heritage Office sourced copies of the original materials where possible to enable accuracy in referencing.

Unfortunately, the record of HMS *Supply’s* second voyage to Lord Howe Island (partially published in Nicholl, 1939), could not be located due to incomplete referencing. A search of Australian and United Kingdom archives has failed to locate the original document to verify the published transcript. Further attempts will be made to locate this important reference.

In relation to the subsequent historic shipwreck events, the Heritage Office has conducted in depth research and obtained significant information from original vessel registers (eg Lloyds Register, British Register of Ships), contemporary newspapers, and through building plans where these survive (eg *Ovalau*). While original photographs of vessels wrecked at Lord Howe Island are few, copies of known examples have been obtained.

Because of the early age of some wreck events (eg *George* 1830), few extant original documents exist through which to tell the story. This lack of contemporary accounting has had a significant effect on the ability to determine the actual place of the wreck event and details of the circumstances. For *George*, it is unknown whether the vessel grounded on the shoal known as Georges Rock or was totally wrecked there, or whether the vessel finally sank at or near the bay known today as Georges Bay. Similarly, this bay may have earned its name because the survivors alone made it ashore there, or that wreckage accumulated at that spot! Based on such scanty information, shipwreck searches must therefore cover extensive areas of seabed and loss possibilities.

2.2 Target site selection
The target sites were selected on balance of likelihood of accessibility and historic potential. The whaler *Wolf*, while historically significant, appears almost certainly to be located in extremely deep water of the SE of the island – in anything from 1-4km of water. This site was eliminated from the search options due the very low probability of it being found. However Wolfe Rock was photographed to provide a record of a place name that marks the shipwreck event.
Another whaler whaler, the *George*, was included since two shore-based, and therefore accessible, landforms have earned their names from the wreck event. It was concluded that there was potential for the ship to have sunk close to shore and to therefore have iron remains that could be found through use of a magnetometer. The *George* however was lost on the eastern side of the island and both Georges Bay and George Rock are exposed to southerly and easterly winds. As island boats can only access the eastern side of the island when the conditions permit passage out of the lagoon, survey work for this site was extremely weather dependent.

The location of the lagoon wrecks is well known and parts of the *Favorite* and the *Jacques del Mar* are clearly visible above the reef. These two wrecks are mid 20\textsuperscript{th} century ships whose primary significance is their recreational diving value when sea conditions preclude access to other areas. No archaeological survey has been conducted of these sites and they were included in this survey to achieve this objective and to provide some record of their current condition.

The 1907 wreck of the *La Meurthe* lies on the western side of the lagoon reef just south of North Passage. The wreck was also selected as a target in the current survey as it is both historic and there is no archaeological data currently available.

The 1903 wreck of the *Ovalau* was included as information on its position appeared to have been lost in recent times. It is also an historic shipwreck that has an important part in island oral history.

Lord Howe Island has had an intrinsic connection with the sea since its initial discovery in 1788. It was therefore an assumption of this survey that records and physical evidence of this connection would survive in homes, public spaces and in the memories of residents of the island. For this reason, a range of people were contacted during the course of the survey and a photographic record was made of specific items of maritime heritage. This preliminary survey was unable to complete a comprehensive coverage of general maritime heritage on Lord Howe Island but sought only to highlight the potential for further research in this area.

### 2.3 Equipment selection and deployment

**Magnetometer:**
All targeted sites were of a nature that would reasonably be expected to have retained a significant iron component that could be located through remote sensing survey using a magnetometer. Two magnetometers were therefore used as the primary survey tool – one was brought as a back-up in case of equipment failure.

The magnetometer ‘fish’ was deployed behind a diesel powered work boat at a distance of 15-20 metres. The fish was weighted with 9lb of lead and towed at a speed of
between 5 and 6 knots. The depth of the water column ranged from 30m to ~8m. It is estimated that the fish was towed at an average depth below surface of 2-3m. It was not possible to deploy the fish closer to the bottom as there was no way of determining its exact depth and the risk of snagging it on reef would have been too great.

Global Positioning System (GPS):
GPS positions were obtained for all survey targets using a hand held GPS unit. Averaging was not practical in most cases and the accuracy is therefore considered to be ± 8m.

Echo Sounder:
All workboats utilised in this survey were fitted with echo sounders to establish depth of the water column.

Data storage:
All location, depth and track data was stored on MapSource software.

Cameras:
A Kodak Digital camera (DC290) and a 35mm camera were used to record still photographs. The survey work was also recorded using television quality video equipment.

2.4 Composition of the team
The team was selected to provide a full range of skills required for the survey work and to ensure that diving could be undertaken in accordance with dive standard AS2299.

The team consisted of:
A total of 5 divers comprised of:
2 qualified Dive Supervisors (level 2)
3 qualified divers

Specific dive operations were conducted with a team of 3 divers and 1 boat handler. The dive team consisted of:
1 Dive Supervisor
1 Stand-by Diver
1 Diver

Dives were conducted with one diver tethered to the surface, and the associated diver also tethered to this diver.

2.5 Constraints

- Geography
The volcanic nature of Lord Howe Island is associated with a strong natural magnetic signature through much of the rock formations within the survey area. While the magnetometer worked well for large objects like the remains of the iron steamer Ovalau,
Lord Howe Island Maritime Archaeological Survey

the natural magnetism complicated the use of the magnetometer for searches of relatively small objects like anchors.

• **Equipment**
The absence of a means for determining the exact depth of the magnetometer ‘fish’ limited the effectiveness of the equipment in the strong natural magnetic signature of rock formations. A sidescan sonar would have been of added assistance in determining depth of the magnetometer ‘fish’ but was not available to the survey team. Future surveys should consider the deployment of underwater scooters and hand held metal detectors to provide adequate coverage and to overcome the natural magnetism of the volcanic rock.

It is also understood that the RAN is currently working on a device that will incorporate an ROV (remote operated vehicle) which would incorporate video and metal detecting/magnetometer capability. This would enable remote sensing surveys to be conducted close to the seabed and would enable the filtering out of background magnetic ‘noise’. This equipment is not expected to be available for 2-3 years.

• **Weather**
February was chosen as being the most likely time to provide suitable working weather conditions. However, unseasonably bad weather severely constrained the extent of the magnetometer survey work. The accompanying seas of 2-3 metres also hampered the ability to steer narrow survey lanes. Diver based survey work was also limited to 3 diving days on the western side of the island and 2 diving days in limited areas on the east side of the island. Although the *Ovalau* was found on the first day of survey work when an initial single inspection was conducted, it was only possible to commence diver based survey work on the morning of the day before leaving. The need to begin demobilisation and to allow 24 hours between the last dive and flying out of Lord Howe Island only enabled one dive at this time. The wreckage is quite scattered and a great deal more survey is necessary to adequately record this site.

The ideal way to conduct survey work within the Marine Park would be to have the flexibility to respond to favourable weather patterns when they arrive, rather than choosing a pre-determined field season. For this to be possible, the equipment for the survey would need to be available at short notice and would need to be flown to the island rather than relying on transport by ship.

§ **Research**
The constraints related to the paucity of historical reference material related to many of the shipwreck events at Lord Howe Island, was mentioned above. Lack of detailed contemporary histories has meant that it is sometimes difficult today to identify the actual wreck event, location, circumstances surrounding the loss, or contemporary salvage and recovery activities (where these occurred).

This means that dedicated searches for the remains of some of the local shipwreck sites will be difficult. In many cases, large wide area searches will be required to identify submerged shipwreck materials, or to eliminate areas from future searches.

These difficulties are exacerbated by the local marine environment (eg magnetic geology, exposed and wild shoreline, dangerous reefs and channels, deep water areas), and coastal conditions (access heavily weather dependent); factors not overly conducive to site retention in a recognised form or which invite offshore survey.
3 The Physical Setting

3.1 World Heritage Property

Lord Howe Island is a unique place in world terms. Its rugged beauty and diverse marine ecosystems have ensured international recognition.

The Lord Howe Island World Heritage Property, added to the World Heritage List in 1982, covers an area of 146,300 hectares. Formally nominated for inclusion in 1981, the island was identified as having significant natural values. These included a varied range of endemic species, significant migratory seabird colonies, diverse coral and algal reef systems, outstanding geological features and exceptional natural beauty (Cairns, 1998:8).

Successfully listed on the merits of these attributes, the nomination did not draw on the island’s cultural heritage significance. The Lord Howe Island Maritime Archaeological Survey seeks to identify and assess one component of that heritage, the island’s rich underwater cultural assets.

3.2 Born on exploration, settlement and trade

It is significant that Lord Howe Island was discovered by ship. Located by Lieutenant Ball in 1788 whilst in command of the First Fleet tender HMS Supply, subsequent contact was necessitated by sea. Dangerous reefs and the ever-present hazards of ocean travel meant that a number of visiting ships became wrecked at the island or in surrounding waters. Vessel losses reduced with the development of air travel, first by flying boats then commercial jet aircraft.

Today, shipwrecks form part of the nations underwater cultural heritage resource. Awaiting discovery and inspection, the sites may retain detailed evidence of vessel construction, fit out, trade and cargo, and what life was like aboard ship, from the earliest days of the colony.

Shipwrecks and associated remains exist as fragile archaeological sites. They form a significant component of the Lord Howe Island property and are a direct link to the earliest days of the island’s history, settlement and development. They are protected by the Commonwealth Historic Shipwrecks Act 1976 and the NSW Heritage Act 1977 (see below).

3.3 Lord Howe Island Marine Park

The shipwrecks and associated sites exist in the underwater environment. They lie in waters now managed by a combination of State and Federal Marine Parks.

The State Marine Park includes 48,000 hectares and was declared under the Marine Parks Act, 1997, on 26 February 1999. The Park extends from the mean high water mark out to three nautical miles around Lord Howe Island and Ball's Pyramid. Of
international significance, the marine environment includes the world's southernmost coral reef.

The adjoining Commonwealth Marine Park, totaling approximately 300,514 hectares, extends from this boundary out to the Territorial Sea's 12-mile limit. This Park was declared under the National Parks and Wildlife Conservation Act, 1975, on 21 June 2000.

The New South Wales Marine Park Authority and Environment Australia (Commonwealth Department of the Environment and Heritage) manage the two parks and are undertaking the development of a Zoning Plan and Operational Plan for the State Park, and a Management Plan for the Commonwealth Marine Park.

3.4 Shipwrecks Heritage

Shipwrecks hold a particular fascination for the public. They are often associated with loss of life and property or tragic events that affected many people’s lives.

Shipwrecks, once located, form a focus of detailed study.

Firstly, they act as markers to earlier historic events, allowing divers and others the opportunity to return to the exact scene of an incident.

By carefully recording and interpreting these fragile sites, direct access can be made to a past era. Information can be obtained on a range of themes, such as ship technology, transport, trade and industry.

Special insights can be made into life on board through the goods and possessions they carried. Often this information has not survived in contemporary historic records.

Communities benefit from learning about local maritime history. This history can be interpreted through a range of activities including publications, dive tourism, land-based shipwreck walking trails and signage, and school study programs. The information can be disseminated through a variety of media such as plaques, video, CD’s, books, research articles, etc.

3.5 Island Tourism

The tourism sector is a major beneficiary of Historic Shipwreck identification. Figures for example from Victoria show that some eight million visitors annually (in 1998) targeted the State’s Great Ocean Road. A significant proportion is thought to also visit the associated “Great Ocean Road Historic Shipwreck Trail”. Considerable funds are therefore injected into the tourism and hospitality industries.

At Lord Howe Island, some three to four hundred tourists may be present simultaneously during the summer period (Davey, 1986). Today, the principal means of access to the island is by light aircraft, while accommodation includes a number of licensed guest houses and self-contained apartment complexes (Lord Howe Island Board, August 1995).
Local tourism operators currently target relaxation activities including, walking, bird watching, diving and swimming. There is a limited heritage tourism focus.

The opportunity to develop interpretation activities based on the island’s cultural aspects was identified in the *Lord Howe Island Permanent Park Reserve Plan of Management* (1986: 45, 48, 66). It is noted that only three land-based heritage sites were identified, with the Plan’s major focus being the preservation of the island’s environmental/natural attributes (72ff).

Promotion of the island’s unique underwater cultural sites and interpretation of land-based features is an area for opportunity. Discovery of key sites would contribute to a greater understanding of the important place the island played in early colonial times. Appropriate interpretation of these sites and incorporation into the island’s visitor activities would help to promote their conservation and long-term management. Promotion of the island’s cultural heritage sites would augment the significant achievements made in managing its unique natural assets.

![Figure 3: Lord Howe Island surrounded by the marine park with rich natural attractions and a strong maritime history (Photograph by David Nutley)](image)

4 LEGISLATIVE CONTROLS

Cultural heritage in the Lord Howe Island Marine Park is covered by two key pieces of legislation.

- The NSW State *Heritage Act 1977* that covers relics in internal State waters and out to the 3-mile limit
The Commonwealth *Historic Shipwrecks Act 1976* that covers shipwrecks within the limit of Australian Territorial Waters and up to the low water coastal mark (but not State waters such as rivers, harbours and enclosed bays)

4.1 Heritage Act, 1977

The NSW *Heritage Act* 1977 is state legislation administered by the NSW Heritage Office. The relics provisions of the *Heritage Act* extend out to the three nautical mile State limit.

The *Heritage Act* 1977 governs management of submerged cultural materials, (eg relics, anchors, historic aircraft) in the State waters of Lord Howe Island Marine Park, that are over fifty years of age and related to the settlement of NSW.

Under section 170 of the Act, all State Government instrumentalities (ie government agencies) need to keep a register of heritage assets within land that they control. These may include shipwrecks and other archaeological sites within their jurisdiction.

4.2 Commonwealth Historic Shipwrecks Act 1976

The *Historic Shipwrecks Act 1976* applies to Australian Territorial waters extending from the low water mark along the NSW coast to the outer edge of the continental shelf. It does not cover the State’s internal waterways such as lakes, rivers and harbours.

The Director of the NSW Heritage Office is the delegated authority for administration of the Act in NSW. Under section 4, all shipwrecks 75 years of age and older are declared historic and accorded permanent protection. Other shipwrecks may be declared historic and granted this protection on an individual basis according to their particular merits.

Shipwrecks lying within the coastal zone, ie below the low water mark but in waters also covered by the State *Heritage Act*, are administered under the Commonwealth Act.

4.3 Marine Parks Act 1998

The *Marine Parks Act 1997* governs activities in marine parks to ensure the protection, conservation and sustainable use of natural systems. One of the principal mechanisms of management established under the Act is the designation of zones where particular classes of activity are prohibited or regulated. The *Marine Parks Regulation 1999* prohibits certain activities generally within marine parks, except with the consent of the Marine Park Authority. These activities include placement and removal of moorings, introduction of exotic animals or pests, organised research activities, commercial activities, and organised sporting, educational and recreational activities.
The Marine Parks Act 1997 also requires that the concurrence of the relevant Ministers is obtained before consent is granted to any development (as defined by Part 4 of the Environmental Planning and Assessment Act 1979) within a marine park.

The Act provides for the closure of areas of marine parks, prohibiting the carrying out of any specified activity.
5  THE SITES – THEIR HISTORY

5.1  First Fleet Anchor

The Lord Howe Island Maritime Archaeological Survey sought to locate an historic anchor believed lost in 1788 from the First Fleet armed tender, HMS Supply.¹

The story of the Supply and the lost anchor also provides a background to the discovery of Lord Howe Island and the subsequent history and maritime character that developed in this isolated area.

Figure 4: A sketch of Lord Howe Island’s western side published in the Illustrated Sydney News, 15 May 1880.

5.1.1 Historical Background

Following the British Government’s 1786 decision to establish a remote penal settlement in Australia, preparations began for the first convict transportation.

¹ Little is known about the origin of HMS Supply. Some suggest the vessel was built in America during 1759 and commissioned by the British Admiralty in 1786 (<http://home.vicnet.net.au>). The National Maritime Museum, UK, holds plans for a Supply built 1759 in the British Admiralty Collection Scale 1:48 Access #4606 Box 59, identified as the First Fleet vessel. Those plans indicate that the vessel was the smallest of the First Fleet vessels at only 70 feet in length (21.40 metres) and of 168 tons. Constructed fully of timber, the Supply was described as a brig and one of the vessels used to carry stores between the government naval dockyards. At this time it was described as a “Transport of 175 tons and in good condition” (see: PRO Navy Board Records ADM 106/2213). Supply was described as being a “very firm, strong little vessel, very flat-floored, roomy” that carried eight guns with a deep waist (Hunter, 1793:2). The vessel was specially fitted out for the voyage to Botany Bay with several alterations including the fitting of armament (see: PRO 106/2214 Navy Board Records Deptford Yard Letterbooks, Series 1, 1794-1788: ADM 106/3321; ADM 106/2213). After completion of duties, Supply was decommissioned in 1792 (see: PRO 106/2214 Navy Board Records to the Admiralty, letter of 14 April 1792 signed Philip Stephens), and reputedly renamed Thomas & Nancy, carrying coal on the Thames until around 1806 (Egan, 1999: 267).
On 13 May 1797 a fleet of eleven vessels embarked for Botany Bay. The flagship, HMS *Sirius*, was a 6th Rate naval frigate in company with HMS *Supply*, an armed former Navy vessel of approximately 170 tons that served as its tender.

### 5.1.2 Key time line for HMS *Supply*

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>13 May</td>
<td>The First Fleet sailed from Spithead, London. UK</td>
</tr>
<tr>
<td>25 May</td>
<td>Governor Phillip switches command to <em>Supply</em> (Flannery, 1996: 35)</td>
</tr>
<tr>
<td>1787</td>
<td></td>
</tr>
<tr>
<td>18 January</td>
<td><em>Supply</em> arrives at Botany Bay</td>
</tr>
<tr>
<td>19 January</td>
<td>First transports arrived</td>
</tr>
<tr>
<td>20 January</td>
<td>Rest of Fleet arrives at Botany Bay by 10am (Tench: 37)</td>
</tr>
<tr>
<td>13 February</td>
<td><em>Supply</em> sailed for Norfolk Island (15th according to Egan, 1999: 32)</td>
</tr>
<tr>
<td>17 February</td>
<td><em>Supply</em> discovered Lord Howe Island, but continued on to Norfolk Island</td>
</tr>
<tr>
<td>29 February</td>
<td><em>Supply</em> landed King’s party at Norfolk Island (Egan, 1999: 46)</td>
</tr>
<tr>
<td>13 March</td>
<td><em>Supply</em> landed at Lord Howe Island on return</td>
</tr>
<tr>
<td></td>
<td>Boat crew ashore collected many turtles (~18)</td>
</tr>
<tr>
<td>20 March</td>
<td><em>Supply</em> arrived Sydney Cove from Norfolk Island (Tench: 62)</td>
</tr>
<tr>
<td>6 May</td>
<td><em>Supply</em> again went to Lord Howe Island for turtle</td>
</tr>
<tr>
<td>14 May</td>
<td><em>Supply</em> landed at Lord Howe Island. Lost anchor when gale rose up</td>
</tr>
<tr>
<td>25 May</td>
<td>Arrives back at Sydney Cove with no turtle (Egan, 1999: 61, HRA: 146)</td>
</tr>
<tr>
<td>20 July</td>
<td><em>Supply</em> sailed for Norfolk Island (Tench 82, 92)</td>
</tr>
<tr>
<td>26 August</td>
<td><em>Supply</em> returned to Port Jackson</td>
</tr>
<tr>
<td>2 October</td>
<td><em>Sirius</em> sailed for Cape of Good Hope for emergency supplies</td>
</tr>
<tr>
<td>31 December</td>
<td>Two oared boats commanded by Lieutenant Ball of <em>Supply</em> and Lieutenant George Johnston of the Marines captured the first Aboriginal, named Arabanoo, from Manly Cove (Tench: 95)</td>
</tr>
<tr>
<td>1789</td>
<td></td>
</tr>
<tr>
<td>17 February</td>
<td><em>Supply</em> sailed for Lord Howe Island with Arabanoo (Tench: 100)</td>
</tr>
<tr>
<td>24 March</td>
<td><em>Supply</em> returned from Lord Howe Island and Norfolk Island with 3 turtles (Tench: 102)</td>
</tr>
<tr>
<td>2 May</td>
<td><em>Sirius</em> returned from Cape of Good Hope</td>
</tr>
<tr>
<td>11 November</td>
<td><em>Supply</em> ordered to Norfolk and Lord Howe Island for more turtle. 6 male and 8 female convicts for Norfolk Island (Fletcher, 1975)</td>
</tr>
<tr>
<td>21 December</td>
<td><em>Supply</em> returned via Norfolk Island (Neville) with three turtles (Fletcher, 1975: 73)</td>
</tr>
<tr>
<td>1790</td>
<td></td>
</tr>
<tr>
<td>7 January</td>
<td><em>Supply</em> to Norfolk Island with 22 male convicts, two female and one child (Neville, 1975: 54ff). Stopped at Lord Howe en route, Gunner conducted survey and water source search. No turtle found (Fletcher, 1975: 77)</td>
</tr>
<tr>
<td>12 February</td>
<td><em>Supply</em> returned to Port Jackson after being forced to wait for winds in Botany Bay (Fletcher, 1975: 77)</td>
</tr>
<tr>
<td>6 March</td>
<td><em>Sirius</em> and <em>Supply</em> sailed to Norfolk Island with Marines and ~200 convicts</td>
</tr>
<tr>
<td>19 March</td>
<td><em>Sirius</em> wrecked at Norfolk Island</td>
</tr>
<tr>
<td>24 March</td>
<td><em>Supply</em> departed Norfolk Island with Philip Gidley King aboard (Egan, 1999: 160)</td>
</tr>
<tr>
<td>5 April</td>
<td><em>Supply</em> sailed for Batavia (Indonesia) for supplies. Could not stop in at Norfolk Island due to winds (HRA: 382)</td>
</tr>
<tr>
<td>18 April</td>
<td><em>Supply</em> returned from Lord Howe Island with the bad news (HRA:382)</td>
</tr>
<tr>
<td>19 October</td>
<td><em>Supply</em> returned to Port Jackson. Many crew died at Batavia.</td>
</tr>
<tr>
<td>17 December</td>
<td>Waaksamheyd arrived from Batavia with supplies</td>
</tr>
<tr>
<td>1791</td>
<td></td>
</tr>
<tr>
<td>22 January</td>
<td><em>Supply</em> sailed for Norfolk Island</td>
</tr>
<tr>
<td>27 February</td>
<td><em>Supply</em> returned from Norfolk Island with <em>Sirius</em> crew</td>
</tr>
<tr>
<td>11 March</td>
<td>Robinson Reid, carpenter of <em>Supply</em>, detailed a report that indicated <em>Supply</em> would need a total repair with a year (Egan, 1999: 230)</td>
</tr>
<tr>
<td>22 March</td>
<td><em>Supply</em> sailed to Norfolk Island with troops (Egan, 1999: 231)</td>
</tr>
<tr>
<td>30 May</td>
<td><em>Supply</em> returned from Norfolk Island (Egan, 1999: 245)</td>
</tr>
<tr>
<td>26 November</td>
<td><em>Supply</em> sailed for England, after repairs, with a kangaroo aboard as a gift for the King (Egan, 1999: 267, 269: Tench: 210)</td>
</tr>
<tr>
<td>1792</td>
<td></td>
</tr>
<tr>
<td>20 April</td>
<td><em>Supply</em> passes the Lizard, entrance to English Channel</td>
</tr>
</tbody>
</table>
5.1.3 A penal settlement in need

The temporary colony, isolated in the southern hemisphere and removed from ready supply lines, faced disaster if it could not master its surroundings and become at least partly self sufficient.

This desire soon drove the fledgling colonial authority to seek new lands to aid the survival of the penal establishment. The previously sighted Norfolk Island became an immediate target following Captain Cook’s discovery aboard *Resolution* in 1774. Cook indicated that the island held promise for cultivation with apparent rich lands.

Preparations for locating Norfolk Island were made just three weeks after the colony’s foundation. The mission ultimately led to the discovery of Lord Howe Island and the loss of *Supply’s* anchor there.

Governor Arthur Phillip ordered HMS *Supply* to re-locate Norfolk Island under its master, Lieutenant Lidgbird Ball. He was instructed to land Phillip Gidley King and a settlement party.

King, as Commandant of the island, was charged with establishing the settlement, to examine the territory and to attempt cultivation of various crops. These included the island’s natural flax, together with European supplies of cotton, corn, grains and livestock.

The *Supply* departed the safe haven of Port Jackson, Sydney, for Norfolk Island on 13 February 1788 (Neville, 1975:38).

While en-route, Lieutenant Ball made the important observation of another landmass, the uncharted Lord Howe Island group, on 17 February. The vessel got to within thirteen (nautical) miles of the island (24 kilometres), initially mistaking it for two. Ball named the largest portion in honour of Admiral of the Fleet, Lord Richard Howe, and the smaller Lidgbird Island.

By noon the next day, *Supply* came to within four miles of shore (7.5 kilometres) and Ball soon realised his error (Nicholls:16). *Supply* carried on to Norfolk and successfully
Lord Howe Island Maritime Archaeological Survey

landed his compliment of officers, convict settlers, supplies and livestock between 3 - 9 March (Neville, 1975:38).

5.1.4 Lord Howe Island – Supply’s crew wade ashore

On the return journey Supply put into Lord Howe Island at 2 p.m. on 13 March 1788. The water depth was reported to be thirteen fathoms or 24 metres. A boat was sent ashore making the first historic landing, probably through the southern lagoon. Here the crew collected numerous turtles for delivery back to the starving settlement (Nicholls: 17).

![Figure 6: The first published chart of Lord Howe Island. Engraving by Thomas Medland and based on the early charting of the island by Lieutenant Ball aboard Supply. Published on 31 July 1789 by J. Stockdale in The Voyage of Governor Arthur Phillip to Botany Bay. Manuscript version of this chart and view from which this engraving was made is held by the Hydrographic Department, Turton, UK.](image)

5.1.5 Panic and alarm: An anchor cast adrift

After the crew's successful return to Sydney, Ball was charged to return to the new island and collect more turtles. In the words of Governor Phillip, he was "to check the scurvy with which most people are affected, nearly two hundred rendered incapable of doing any work" (HRA:136).

Supply sailed out of Port Jackson again on 6 May, 1788 after having its hull caulked (HRA:136).

At 10 a.m. on 14 May 1788, Supply reached Lord Howe Island for the second time, three and a half months after arrival at Botany Bay. Moored on the western side in fifteen
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fathoms of water (27.5 metres), Lieutenant Ball ordered out the small "jolly" boat\(^2\) in search of turtle.

However by 4 p.m., rain and a strong gale swept the vessel forcing the crew to "cut the cable and make sail" (Nicholls, 1939:18). In danger of being blown ashore, \textsl{Supply} managed to wear out into deeper water. Amid the drama, and to their surprise, the crew noticed another vessel in the vicinity.

This vessel was found to be the convict transport \textsl{Charlotte}. \textsl{Charlotte} was one of the initial group of First Fleet transports that had departed the settlement for the return voyage to England. Having deposited their human cargo and supplies, they were now ready for re-assignment.

Although warned to stay away from Lord Howe Island on their way home, their commanders had heard about the island's discovery and hoped to obtain trading items or useful cargo. Soon the transports \textsl{Scarborough} and \textsl{Lady Penhryn} were on the scene (Nicholls, 1939:24).

Suddenly the uninhabited island had four square-riggers anchored off its southern end!

5.1.6 Anchored in time

Due to his fastidious Royal Navy training, the master of \textsl{Supply} left sufficient notes of the incident to allow a successful search to be mounted (as reprinted in Nicholls, 1939).

Ball reported the water depth at which \textsl{Supply} was anchored that day - 15 fathoms (equivalent of 90 feet or 27.50 metres). He also noted that the vessel was moored adjacent to Mt Lidgbird (elevation 777 metres) on its western side with bearings to the following major landmarks (Nicholls: 1939: 18).

Point King SSE 3/4 E  
Point Phillip NW 3/4 N  
body of island N by E 1/2 E.

These clues confirm that the vessel was moored at the south-western end of the island, probably in the vicinity of the Man of War Passage, or South Passage as it is also known today. The name itself suggests the favoured mooring ground for these early Royal Navy visitors. An initial survey aim involved re-locating Ball’s general plot position by comparing his descriptions to contemporary and modern island charts.

Anchored here adjacent to the fringing reef, it was a convenient point to launch oared boats through natural passages into the adjacent lagoon. Ball had previously noted that there were several "small openings for boats" to the lagoon in this general area (Ball, in: \textsl{Supply Tender: Remarks Book 9 April 1787-1792}. RN Hydrographic Department Miscellaneous Papers Vol 69, Ba1 pp.615ff). The area also provided a safe depth to moor a vessel, allowing sufficient "sea-room" to escape should a gale or heavy sea set in from the south or south west. Indeed this is precisely what happened to \textsl{Supply} in 1788.

David Blackburn, commander of the transport \textsl{Golden Grove}, was aboard \textsl{Supply} during the initial discovery of Lord Howe Island. He described the landing on 13 March 1788.

\(^2\) \textsl{Supply} was fitted out with three small open boats referred to as 'cutters'. These were of 21, 19 and 16 feet in length respectively (see: PRO Navy Board Records ADM 106/3321).
Supply "anchored in the large bay on (the) south west side and at 4 in the afternoon displayed the English colours on shore and took formal possession of the island in the name of his Brittanic Majesty" (Neville, 1975:43).

Ever keen to map and claim new territories, cartographer’s, presumably aboard Supply on subsequent voyages, chartered the coast of Lord Howe Island marking its major features (Neville, 1975: figure xiv). This first island map was published on 31 July 1789 and clearly indicated the preferred mooring ground (as denoted by the bearing point to major landmarks). The map provides another clue to where Supply’s anchor might lie.

The anchors were made of wrought iron that could be forged to shape and hammer-welded to complete the form. The long shank is basically round in section with a gradual tapering towards the ring end. At this end, the hole or eye is square in section. The arms of the anchor are attached at the crown with a typical angle of about 60 degrees to the shank. The flukes or palms are welded to the upper surface of the arms (see Curryer, 1999, Stanbury, 1994: 72).

Initial research suggested the likely compliment of anchors carried by Supply to Australian waters. Contemporary naval treatises provide information on the preferred number and size of anchors carried by naval vessels. Brigs of Supply’s tonnage would normally have five (5) anchors, the three main or “bower” anchors being of 12-cwt (cubit weight) size (Steel, 1794). A 12-cwt anchor would be approximately 11 feet (or 3.35 metres) in length.

Later research revealed a letter detailing the fitting out of Supply (PRO Navy Board Records ADM 106/3321), and confirmed the presence of the following anchors:

4 anchors of 12 cubit weight (bowers)
1 anchor of 5 cubit weight (stream)
1 anchor of 2 cubit weight (kedge)

It appears that Supply carried an additional bower anchor to the general complement carried – probably to cover any losses during its assignment to the southern oceans where re-supply was impossible.

It can be expected that Supply’s anchor lost at Lord Howe Island will be a 12 cwt example measuring 3.35 in overall length.

The anchors were fitted with rope hemp cables, the bowers with cables 11 inches in thickness, and the stream of 6 inches (see: PRO Navy Board Records ADM 106/3321).

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3 David Steel’s 1794 publication, *The Elements and Practice of Rigging and Seamanship*, established standard requirements for the fit-out of Royal Navy vessels. His treatise indicated that a gun brig up to 200 tons (approximating HMS Supply’s tonnage) would have three bower anchors. This is complemented by a later work also dealing with Royal Navy vessels published in 1809, Burney’s *Marine Dictionary* (published 1815, in Curryer, 1999.), again suggests three “bower” anchors for gun brigs of 187 tons. It provided that they should be of the slightly larger 14-cwt size, at 11 feet 8 inches (3.60 metres). According to research by Kieran Hosty at the Australian National Maritime Museum, Lavery’s *Arming and Fitting of English Ship’s of War 1600-1815*, suggested a main anchor size of 10-11 cwt for Supply’s type (pers.com. 7 Feb 2002).
5.1.7 The Norfolk run

The loss of Supply’s anchor featured no more in official records and was presumably written off as a loss. It is unknown whether the vessel made do with its remaining compliment of anchors or obtained another from one of the departing vessels.

Norfolk Island continued to be the principal objective of Supply’s sea travels because of its potential for cultivation and settlement. Another visitor arrived on 2 October 1788, the storeship Golden Grove, with thirty-two additional convicts.

HMS Sirius had meanwhile departed for Cape Town, South Africa, in September 1788 in search of emergency supplies.

Supply made many calls to Norfolk Island from this period, including a trip on 17 February 1789 with the first Aboriginal, Arabanoo, captured at Sydney. On this trip it again stopped at Lord Howe Island but collected only three turtles (Tench: 100).

Another major expedition departed Sydney on 7 March 1790 when both Sirius and Supply departed for Norfolk Island. Aboard were some four hundred people, including approximately 100 convicts. The aim of the voyage was to reduce the numbers then at Sydney, still suffering with severe food shortages.

On 18 March 1790, while unloading stores, the Sirius was driven ashore at Sydney Bay and totally wrecked. Supply only barely managed to escape destruction due to Lieutenant Ball’s watchful eye (HRA:380ff).

This was a serious blow to the colony and left Supply as the sole link with the outside world.

Supply again left for Norfolk Island on 22 February under command of David Blackburn, Lieutenant Ball being unwell. This trip involved the recovery of Captain Hunter together with the officers and crew of the wrecked Sirius, almost a year after their loss (Neville, 1975:57).

5.2 Target 2: Whaling Heritage

Two early whaling shipwrecks form the secondary survey target. The George lost in 1830 and Wolf in 1837 form part of a unique group of whaling vessels lost in New South Wales’ waters.

5.2.1 The Whaling Wrecks of New South Wales

In Australia, the study of whaling-related wreck sites is under explored, due to a limited number of sites being discovered. A number of studies have identified the potential number of vessels lost whilst engaged in whaling activities.

These studies have revealed that relatively few whaling vessels were lost in Australian waters (for example, only six in Victoria). Five fatal events have been identified involving vessels engaged in whaling in New South Wales. The losses range from 1806-1857 although none have so far been located. The majority of whaler’s wrecked in Australian waters were not actually whaling at the time.
The discovery and recording of a few extant shipwreck sites, if preserved in suitable environments, could significantly add to the general body of information on whaling activities in the Pacific and southern oceans. Shipwrecks still hold the 'trump card' of being a veritable "time capsule", documenting detailed aspects of whaling operations at one moment of time.

No dedicated searches have been conducted to locate any of NSW’s whaling wreck sites. Documentation of the whaling wreck resource is constrained by the location of most sites in widely separated areas, far distant from the mainland.

**Britannia** (1783-1806) Wrecked at either Elizabeth reef or Middleton Reef

**George** (1810 -1830) Wrecked at Lord Howe Island

**Deveron** (1830 -1833) Possibly wrecked in vicinity of Solitary Islands

**Wolf** (1814 -1837) Wrecked at Lord Howe Island.

**Packet** (1849 -1857) Wrecked at Elizabeth Reef.

Figure 7: The barque *King Oscar* being run down by a whale off the east Australian coast in 1872. *Illustrated Sydney News*, 20 February 1872.

The two vessels lost at Lord Howe Island offer the best opportunity for scientific study. Of particular interest is the British built, Tasmanian operated brig *George*, lost somewhere in the inshore area near Georges Rock or perhaps, Georges Bay. Located on the uninhabited and rarely dived southeastern end of the island, the potential for the detection of the site and for the retention of archaeological remains, is considered medium-high.

The other vessel of great interest is the ex-Royal Navy gun brig *Wolf*, built in 1814 at the Woolwich Naval Dockyard. Later converted to a three-masted barque, this 264-foot whaler was lost off Lord Howe Island while carrying 1,700 barrels of sperm oil. Most of the crew was sick from their eighteen months at sea.

The fully loaded vessel is thought to have struck in the vicinity of Wolfe Rock, while contemporary reports suggest it sank in deep waters ten miles off the island. This would make discovery of the actual wreck site very difficult. Unconfirmed reports by divers suggest that some wreck-related materials have been found at Wolfe Rock, perhaps associated with the grounding event.
5.3 Target 3: Lagoon Losses

Five shipwrecks are known to have been lost at the entrance to the island’s lagoon. They comprise *S.M. Stetson* 1877, *Ovalau* 1903, *La Mearthe* (1907), *Jaques del Mar* (1954) and *Favorite* (1965). At the time of the current inspection, it was known that the latter three had been located and positively identified. These were considered the focus of initial recording, including the gaining of accurate positions and preliminary archaeological assessments. Searches for the remains of *Ovalau* and *S.M. Stetson* were anticipated with *Ovalau* mentioned in a local island history as having been previously located.

Wrecked in shallow waters near to the lagoon entrance, the located sites have been heavily reduced by the action of waves and storms and the underlying reef platforms. Many of the sites have been salvaged by recreational SCUBA divers.

The current fieldwork aimed to visit each of these sites and to complete initial assessments of their condition and spread.

The five shipwreck sites cover the period 1877 – 1965, and confirm that sea travel to Lord Howe Island remained dangerous until modern times. Site histories have been augmented by important recollections of Harbour Master, Clive Wilson and Jim Whistler.

The vessels have a significant association with the island in terms of their role as passenger and cargo carriers. The sites form part of the established reef systems fringing the lagoon entrance and are a popular target for visiting divers and snorkeler’s alike.

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Figure 8: Photo thought to be of *Jaques del Mar* lost at the north passage in 1954. (Photograph supplied by Dean Claflin)
5.3.1 Vessel Summaries

**Ovalau** 1903. The island trading steamer *Ovalau* was a steel screw vessel built by the famous Denny Brothers at Dumbarton in 1891. Originally owned by the Union Steam Ship Company of N.Z. Ltd (U.S.S. Co.), the impressive vessel was schooner rigged with two masts and 70-metres (230 feet) in length. At the time of loss, *Ovalau* was owned by the Burns Philp & Company, having just been purchased four months earlier! The steamer was propelled by a four bladed cast iron propeller and a powerful twin-crank quadruple expansion engine (four cylinders), and had a tonnage of 1229 tons gross (Wilkinson, 1981: 24ff).

The steamer caught fire and sank on a passage between Norfolk Island and Lord Howe on 20 October 1903. Under command of Captain Todd, the fire broke out in the cargo of copra. The vessel made it to Lord Howe Island where the passengers, then crew, abandoned ship with the aid of the Islander’s whaleboats. Several explosions devastated the *Ovalau* that sank in sight of those ashore near the North Passage.


One of the interesting stories associated with the loss, was a cargo of parrots and Cockatoos being transshipped by the crew. When the fire took hold, they let the birds go through portholes and watched them fly ashore. The environmental implications of this action have not been assessed. Residents spotted a Cockatoo high up near Mt Gower during the current survey operations.

The ship’s name derives from the Fijian island, Ovalau, with its capital, Levuka. The name lives on within the Payten family on Lord Howe Island. Donald Payten, owner of Beachcomber Guesthouse, has given his son the name Ovalau as his middle name. This follows what is becoming a family tradition. In memory of the ship and its loss, the name was originally given to Donald Payten’s father, Harry Ovalau Payten.
Jacques del Mar 1954 A French-registered steel screw steamer wrecked at the Island's North Passage in 1954. Originally called Marion Sleigh, the vessel witnessed several name changes, had a tonnage of 506 gross and was 44.28 metres in length. Built at Bremerhaven, Germany in 1906, Jacques del Mar was at one time registered to Sydney as 6 of 1930 with Official Number 139627.

Favorite 1965 One of the Island's recent shipwrecks, the Favorite ran aground on the north side of North Passage in 1965. Few details have been located for the vessel, its origin, or ownership. The Favorite is believed to have been an American tuna boat, lost whilst on a fishing voyage (Signal 22 September 1965). Local resident Mr Jim Whistler assisted the crew ashore by rowboat and vividly recalled the grounding event (pers.com February 2002). The vessel broke up and now lies scattered across the reef at North Passage. A section of timber hull at North Beach is reputedly from the wreck.
La Meurthe 1907  Abandoned at sea in gale whilst under the tow of St. Louis, the ex-French warship, now an unmanned "ghost ship", drove ashore near the lagoon at Lord Howe Island in 1907. Much to the amazement of local residents, the vessel was inspected after grounding on the fringing reef and found to be crew-less, but with some possessions still aboard. The boarding party found a message written in chalk on the cabin wall announcing that that the ship had been abandoned by the tug St Louis. A quantity of chain from an anchor was found over the side indicating that the tow had been cut. Another message in chalk recalled the death of one of the crew and his burial at sea. The impact drove away the rudder and rudder post, damaged the keel and let water into the hull. Worsening weather apparently led to the vessel breaking up. A timber sailing ship of 1597 tons gross, La Meurthe was built at France in 1882.

S.M. Stetson 1877  The collier barque SM Stetson left Newcastle with 1150 tons of coal on 10 March 1877 bound for San Francisco. After springing a leak at sea, Captain Curtis beached vessel at the entrance to the North Passage on 25 March. Three of the crew manned a small boat and, after a gruelling seven-day voyage, made Sydney. A timber barque of 707 tons gross, SM Stetson had been built at Port Maddison in the USA during 1874. The vessel was registered at San Francisco with Official Number 115351.

5.3.2 Other Colonial Shipwrecks of Lord Howe Island

Eight other vessels were lost during visits to the island, while working there, or when travelling past. Of these, the Pacific Chieftain is well known locally, and the Makambo fully salvaged. Details of the following shipwreck events are known from surviving historic records assessed by the NSW Heritage Office, or from oral recollections:

Sylph 1873 The Sylph foundered at sea after departing Lord Howe Island for Sydney on 20 April 1873. All eight crew and passengers were drowned with a cargo of onions. A timber ketch of 17 tons gross and length of 13.10 metres built in 1849 by Henry Fisk
Lord Howe Island Maritime Archaeological Survey

at Brisbane Water, NSW. Lord Howe Island residents, William Field, Thompson and Henry Wainright owned the Sylph. Registered in Sydney at 1 of 1850 with Official Number 32395. Sylph’s Hole in the lagoon recalls the favoured mooring location for the vessel.

**Zeno** 1895 Abandoned in sight of Lord Howe on its western side during a voyage from Newcastle to Wellington, New Zealand, with coal. Sinking on 6 September 1895, ten crew made the safety of the island. The Zeno was built in 1876 by John Henry A timber brigantine of 407 tons gross and 38.92 metres in length, at John's River, Nova Scotia, Canada. The vessel was registered at Auckland at folio 26 of 1891 with Official Number 74343.

**Maelgwyn** 1907 The Maelgwyn was abandoned approximately twenty miles north west of Lord Howe Island in 1907. Departing Pisco, Peru on 17 November 1906, the vessel became disabled in a gale after ballast shifted. All 20 crew reached Lord Howe Island in the ship’s boats. Of 1276 tons gross and 67.06 metres in length, the iron barque was built in 1884 by Doxford & Sons, at Sunderland in Scotland. The barque was registered in London with Official Number 89625.

**Laura** 1911 The Laura was lost at sea after departing the Peruvian port of Callao on 18 April for Newcastle to load coal. One of Laura’s lifeboats eventually washed up north of Cronulla Beach, Sydney, with the wheel box at Lord Howe Island. Laura was a barque formerly known as Claudova.

**Whangaroa** 1911 The Whangaroa was abandoned at sea about 20 June 1911 after becoming unseaworthy. The vessel departed Mokau in New Zealand for Sydney with a cargo of hardwood. The crew spent four days clinging to vessel before making Lord Howe Island. They abandoned the wreck north of the Admiralty Group and wreckage was later sighted ashore. A three-masted timber topsail schooner of 143 tons and 36.48 metres in length, Whangaroa was the port of that name in 1893. Registered at Sydney as 46 of 1899, it had an Official Number of 94270.

**Makambo** 1918 Makambo Rock north of Malabar Hill was named after the grounding of the Makambo there in 1918. On a voyage from the island to Sydney, the well-known Burns Philip line owned the vessel. Makambo was a steel screw steamer built in 1907 at Glasgow with a length of 64 metres (210-feet) and tonnage of 1159 gross. The Brown’s Company tugboat Champion was dispatched from Sydney to render assistance. The tug towed Makambo to Neds Beach where it was patched with the aid of a salvage diver and refloated (Sydney Morning Herald, 25 June 1918). Contemporary newspapers reported the death of Miss Readon, a passenger, when a boat capsized during the evacuation of passengers and crew from the vessel (Sydney Morning Herald, 20 June 1918).

The grounding event is associated with an environmental disaster when rats from the hold made it ashore and decimated several bird species. (Hill, 1992: 42). Anchors and chain were thrown overboard at the time of the initial incident. The Wilson’s were asked to pick them up, with the anchor and chain eventually recovered amidst high drama (Clive Wilson pers com.).

**Mystery Star** 1936 The Mystery Star was lost after departing Lord Howe Island for New South Wales in October 1936. Crewed by actors Brian Abbot and Leslie Simpson, the vessel was never found despite searches by RAN destroyer Waterhen and RAAF aircraft, including Seagull amphibians and a Gannet monoplane. The Mystery Star was a timber motor skiff of 4.88 metres in length.
5.4 Target 4 - General Maritime Heritage of the island

Lord Howe Island has had an intrinsic connection with the sea since its initial discovery in 1788. It was therefore an assumption of this survey that records and physical evidence of this connection would survive in homes, public spaces and in the memories of residents of the island.

6 CURRENT FIELDWORK RESULTS

6.1 Target 1 - First Fleet Anchor, HMS Supply

6.1.1 Location

The anchor was not located during this survey and lies ‘hidden’ in its unique underwater setting. A small item difficult to detect with existing remote surveying technologies (approximately one ton and 3.55 meters in length), the anchor awaits further dedicated searches.

6.1.2 Environmental context

The survey was conducted in the southwest side of the lagoon with particular attention being paid to covering South Passage (also known as South West Passage or ‘Man-of-War Passage’), and Erscotts Passage. However, due to the likely presence of other ship’s anchors and cultural materials lying offshore from the lagoon, a much wider area of seafloor was chosen for investigation. The area west of Blackburn Island, for example, was a designated mooring ground used extensively during the nineteenth century. It is thought that early visitors to the island, such as the whalers, also moored in the general area.

The survey included areas in and around the reported 15-fathom depth (90 feet or 27 metres), adjacent to the main southern entrances, where Supply was believed moored on 14 May 1788. The seabed consisted of sand patches running between longitudinal reef structures. The reef is probably built upon harder volcanic rock with the sand accumulated in areas where softer rock has eroded. The reef itself is relatively flat and covered with a layer of soft and hard corals. Visibility was up to 50 metres.
6.1.3 Discussion of survey results

A range of magnetic anomalies were identified but most of the clusters tended to suggest lineal patterns - perhaps a reflection of the magnetite in volcanic dykes traversing the seabed in the survey area. These tended to run in approximate lines out from the masses of Mt Lidgbird and Mt Gower. There were a couple of more isolated anomalies detected within this general pattern, but time and weather conditions did not allow these to be 'ground truthed' by diving operations. The record of the survey however provides a basis for future survey work. Local divers are also planning to undertake periodic dives on some of the anomalies when they have an opportunity.

Because the anchor is an isolated, small target, within a wide survey area, further dedicated searches will be required. It can be expected that the anchor lies well exposed if sitting on reef areas, although it may be substantially buried if located within one of the sand gullies. Evidence from other Admiralty Pattern Long Shanked anchor discoveries in Australian waters, suggests that one of the flukes should be partially
visible, although the timber stock might be completely lost due to marine organism attack.

Figure 13: Details of magnetic anomaly clusters off Erscott’s Passage and South West Passage

6.2 Target 2 – Whaling Heritage

6.2.1 Location

**George 1830**

This site was not located.

**Wolf 1837**

No search was conducted for this shipwreck as it is believed to have foundered in deep water off the volcanic plateau that forms Lord Howe Island.
6.2.2 Environmental context

**George 1830**
Georges Bay is open to easterly and southeasterly winds. In addition, southerly winds drive heavy seas along the coast and into this bay. The underlying flat reef falls away just short of the shore and when the sea is up, the swells break heavily on the narrow beach trapped at the base of a steep cliff. It is in fact a most inhospitable place to escape from a shipwreck event and would presumably only have been the site of a landing if the survivors had no other choice. This would tend to favour a scenario where the ship sank in or near the bay and the ship’s boats were unable to pull around the headland into the more favourable bays and beaches further north.

![Figure 14: Georges Bay probably named after the wreck of the whaler George - 1830 (Photograph by David Nutley)](image)

**Wolf 1837**
Wolfe Rock is a small outcrop that sits just at or below the surface at high tide. At low tide and when there is any swell around, the seas break in a mass of foam. However, on a still day it would pose a considerable threat to shipping.
6.2.3 Discussion of survey results

*George* 1830
A magnetometer survey was commenced near the entrance to Georges Bay (presumably named after the ship), but was discontinued when high levels of natural magnetic rock was found to lie in abundance throughout the bay. With the expected fragmentary nature of any surviving wreck related material, it was considered unlikely that the magnetometer could differentiate culturally occurring iron remains, from that of the background magnetic readings.

A single dive on SCUBA was conducted at 27 metres opposite the opening to Georges Bay in an attempt to understand the nature of the bottom topography. The area proved similar to that adjacent to Mt Lidgbird and the *Supply* anchor search area, comprising raised lineal reefs interposed with sandy gullies. The very close inshore area of the beach was not inspected due to extreme surge and wave activity.

No survey was possible in the vicinity of shoal area near Georges Rock near the very southern end of the island, due to unfavourable sea conditions. Georges Rock is believed to be the location where the *George* struck the island. The ‘rock’ actually comprises an extensive shallow reef system, not an isolated exposed feature (Brian Busteed, 2001 pers.com). It is not clear whether Georges Bay was named to mark where the ship came ashore or where the ship’s boat came ashore after the ship foundered.

*Wolf* 1837
No search was conducted for the whaler Wolfe as it is believed to have foundered in deep water off the volcanic plateau that forms Lord Howe Island. A photographic record
was made of Wolfe Rock, identified as the place where the vessel struck. Today Wolfe Rock is spelt with an ‘e’, not the original spelling of the vessel, Wolf. Wolfe Rock is reported by island residents to have later been used as a bombing target by the RAAF (Peter Phillipps pers com, Feb 2002).

6.3 Target 2 – Lagoon Losses

6.3.1 Location

GPS positions were obtained for the following shipwrecks on 14 February 2002 (WGS 84 coordinates):

**Jacques del Mar** – This wreck occurred on the southern side of the North Passage, with portions of the wreck exposed on the reef top at low tide. This section is lies very close to the track vessels take through passage and is therefore a familiar feature to residents and tourists alike. It comprises fragmentary hull and deck plating, access ladders and bollards. The main portion of the wreck however lies west of this in deeper water, on the ocean side of the fringing reef. The scattered iron remains are reported to lie in a hole within the reef system but are notoriously difficult to dive because of wave and current activity, and their location close to the navigation channel (Brian Busteed, pers.com 2002). Weather conditions precluded an inspection of the deep-water remains during the current survey. The following exposed sections of wreckage were positioned:

- main portion: Latitude 31° 31.454’ S Longitude 159° 02.936’ E
• Adjacent scatter: Latitude 31° 31.480' S  Longitude 159° 02.902' E

An iron boom from the vessel was salvaged after the wreck event and now lies in the front grounds of the Lord Howe Island Museum. The vessel was subject to ongoing salvage at the time of loss and it is expected that other relics survive around the Island. The fragmentary nature of the wreck site today is testimony to ferocious storms that sweep the island and the battering of the fringing reef areas that protect the lagoon.

**Favorite** – The remains of this vessel are also widely scattered - partially exposed on reef on the north side of North Passage and also over into the lagoon area off North Beach. They comprise the main engine mass, scattered refrigeration piping and four large steel boxes comprising refrigeration tanks for frozen goods and smaller tanks possibly used for water storage. A significant discovery by island residents was a timber hull section located ashore on the adjacent North Beach. This section lies inshore of the other remains and was considered likely to have carried over the reef from the main wreck location.

The timber remains were inspected on 5 February 2002, photographed, videoed and drawn. It appears from the condition of the timber section (4.15 x 2.50 metres) and its near re-burial within the survey period, that the hull section is generally covered by sand. Located at the mouth of a small creek that breaches the dunes, heavy runoff would lead to periodic scouring. The timber section comprises (at least) fifteen strakes of external planking (lines of planks), and underlying hull frames. The planking is secured to the frames by iron fastenings, the outer surfaces bogged up with a fiberglass-type material to waterproof them. There is clear evidence of burning in some sections, particularly frame ends, suggesting that the hull partially burnt out.

![Figure 17: Main portion of Favorite wreck site at high tide](Photograph by Tim Smith)
Most planks measured 12-13 centimeters in width, the largest being 19 centimeters. Portions of internal ‘ceiling’ timbers were evident attached to the inside surfaces of the frames. Visually, the section of hull timber appears similar to the planking lines of Favorite as seen in Figure 10.

A timber sample was extracted from the external planking which, when analysed, was found to be *Pseudotsuga menziesii*, or “Douglas Fir”. Commonly known as Oregon, the timber is well-known in American shipbuilding and would support the Favorite being constructed in the Americas.

While three timber frames were visible, fastening lines indicate the presence of nine frames attached to the hull section. The frame scantlings were 16.5 centimeters square.

The main elements are located at (taken on 14 February 2002, WGS 84):

- Engine block - Latitude 31° 31.360’ S Longitude 159° 02.702’ E
- Refrigeration tubing - Latitude 31° 31.338’ S Longitude 159° 02.727’ E
- Main refrigerated box - Latitude 31° 31.315’ S Longitude 159° 02.742’ E
- Refrigerated box? (submerged) - Latitude 31° 31.289’ S Longitude 159° 02.820’ E
- Refrigerated box? - Latitude 31° 31.272’ S Longitude 159° 02.798’ E
- Refrigerated box? - Latitude 31° 31.294’ S Longitude 159° 02.788’ E
- Hull remains on beach - Latitude 31° 31.073’ S Longitude 159° 02.575’ E
Figure 19: Tim Smith undertaking the measured sketch (Photograph by David Nutley).

Figure 20: View of lagoon with North Passage (and Jacques del Mar aground) in centre of image (Photograph provided by Margaret “Pixie” Rourke)
6.3.2 Environmental context
The lagoon is located on the western side of the island and provides reasonable protection for shallow draft vessels. The shipwrecks on this side of the island are all located near the North Passage, an artificial passage created to allow access of ships to the wharf towards the northern end of the lagoon.

6.3.3 Discussion of survey results
Weather conditions did not permit survey of the Le Meurthe and severely limited work on the Jacques del Mar. Time and weather precluded any search for the S M Stetson.

Jacques del Mar
Mr Jim Whistler confirmed that the iron boom lying in the grounds of the museum came from the Jacques del Mar. He recalled that at the time vessels only every 2-3 months and large vessels did not come into the lagoon but anchored off it for unloading. He advised that the Jacques del Mar anchored outside the reef when a storm came up and the captain did not have time to pull the anchor up. Because of this the vessel couldn’t get underway and it washed onto the reef. The vessel was carrying a general cargo for the island and fuel.

The wreck was bought by Mr Kirby, Margaret Rourke’s (Pixie’s) father from Pinetrees. Jim Whistler was managing Pinetrees at the time. Mr Kirby obtained salvage rights to the wreck from the insurers and Jim was put in charge of the work. He recovered doors, booms, etc – ‘anything that could move’. He said it was a terrible job and the salvage placed a large financial strain on Mr Kirby as not much money was returned on the salvage rights outlay.

Ovalau
The remains of the Ovalau were re-located on the afternoon of 4 February 2002 following advice from local resident John Green. He reported that the wreck lay west of the North Passage on a line straight out through the channel. Mr Green confirmed that the wreck had previously been inspected by an Island-based group of divers, including himself and Michael Thompson. Glass-bottom boat operators had also occasionally observed it on extremely clear water day. The diving activity took place in the 1980’s and included the removal of some items from the site, including three portholes now on public display at the Island’s Museum. Divers stopped accessing the site when a convenient tree used to line up the site was removed on Malabar Hill.

Magnetic anomalies were quickly detected on the initial run out from North Passage. Subsequent parallel and right-angled runs with the magnetometer defined the spread of wreckage over about 300 metres. An initial dive was conducted in the middle of the recorded anomalies in an area where the echo sounder picked out raised material on the edge of otherwise flat reef. The dive confirmed the presence of scattered material including bollards, a single scotch boiler, large lengths of propeller shaft, a possible winch, miscellaneous sections of hull plating, and a mound of collapsed components of the vertical inverted quadruple expansion steam engine.

A second dive on Friday 15 February when sea conditions had subsided considerably enabled some measured survey and photographic recording to be undertaken.
Recreational divers who were diving in the area at this time also reported that portions of the wreck were spread over a wide area in a water between 18 and 30 metres.

Figure 21: Sketch of the upended *Ovalau* boiler showing the probable arrangement of features on the boiler face (uppermost). Details are obscured by marine growth (Drawing by Tim Smith).

Figure 22: Recording details of the boiler at the *Ovalau* site Lord Howe Island Ranger, Julie Smith, assisting Heritage Office Archaeologist, Tim Smith (Photograph by David Nutley)
The boiler stands on one end with three fireboxes uppermost, and is intact with little evidence of damage. Its orientation suggests that very strong swells sweep the site and may account from the scattered and highly fragmentary nature of the wreck.

A standard Scotch-type, the boiler has a diameter of 4.40 metres (14 1/2 feet) and a length of 3.20 metres (ie stands off the seabed 3.20 m). The boiler lies 7.40 metres east of the engine in a water depth of 18 metres and was the only main boiler carried by the *Ovalau*. It was originally situated forward of the engine and immediately aft of the ship’s bridge.

The boiler was located at:
- Latitude 31° 31.717’ S  Longitude 159° 02.328’ E (WGS 84, 4 February 2002)

The wreck’s location upon undulating reef would also contribute to the vessel breaking down rapidly due to abrasion and inability to bury within sediment.

The collapsed state of the engine and the rest of the site is marked. This reflects its position on flat reef exposed to swell activity from the south and west. It may also suggest that the explosions within the hull considerably weakened the overall structure and assisted with the initial breakup of the wreck.

![Figure 23: Two of three portholes recovered from the *Ovalau* wreck site by recreational divers and now on display at the Lord Howe Island Museum (Photographs by Julie Smith).](image)

Report of a diver visiting the site (probably) in the 1930’s indicates possible salvage activity (see Nicholas, 1939:44). Salvage of shipwreck sites at this time (ie using hard hat equipment), commonly involved the use of explosives to access key metal components. This activity might have contributed to the fragmentary nature of the engine remains. It is worth noting the potential for older Island residents to retain recollections of this activity.

The engine lies canted over on one side with the cylinder heads facing the up-ended boiler. The four cylinders (two high pressure and two low pressure) can be made out within a mass of confused underlying structure (approximately 3.40 meters in length). Canted down a small slope of reef, the cylinders retain their overall alignment, although much of the supporting engine structure is hard to discern due to its cover of marine
growth and iron concretion products. It is currently unknown how much of the engine has been disturbed or elements removed. The fragmentary nature of the structure and collapse of the upper portion, incorporating the cylinders, is indicative of the engine having been dynamited. Marine engine specialist, John Riley, who noted the absence of the condenser, confirms this (pers.com. 15 May 2002). The engine condenser was commonly salvaged due to its high percentage of copper components. Also visible within the engine mass are remains of the upright ‘legs’ that supported the structure.

The National Maritime Museum at Greenwich (UK) holds several original plans for the Ovalau, including drawing #377: Engines (see attached). These plans indicate that Ovalau’s quadruple expansion (4 cylinder) direct acting inverted steam engine stood an impressive 22 feet high (6.70 metres). The quadruple engine was the end development of compound marine engines and is represented on only a handful of NSW shipwrecks: Ovalau (1903), Iron Chieftain (1941) and Iron Knight (1943). Ovalau’s is the only located and accessible quadruple engine on a NSW historic shipwreck site.

**Favorite**

Dynamic sea conditions have scattered the remains of this vessel over a wide area of the lagoon off North Beach. As a result, there is little coherence to the site but the components that are visible are large, solid and accessible. Those parts within the lagoon itself are accessible by snorkeling or kayak. The engine block on top of the reef can be reached by foot at low tide and the timber hull section in the creek at North Beach can also be accessed by foot, though it seems to be buried by under sand a good deal of the time.

6.4 Target 4 - general maritime heritage of the island

6.4.1 Discussion of survey results

A detailed survey of general maritime heritage on the island was not possible within the scope of the current survey. However, maritime related sites with potential for further study include:

- Erscotts Passage – Norfolk Island Pine markers.

Prominent on the shoreline near Lovers Bay, stand two magnificent Norfolk Island Pines. The Pines, listed as of heritage significance to the Island, were planted in c.1873 as navigational markers (Tanner, 1985: 76). Similar to obelisks or flagstaffs ashore, the two pines, when in alignment, serve to mark a safe route through the main southern passage into the lagoon – Erscotts Passage. Historic charts of Lord Howe Island indicate that timber flagstaffs were also established in the region during the nineteenth century, but is unclear whether these served a similar purpose or were used to inform ship’s masters of safe conditions to enter the lagoon.

The pines stand on a part of the lagoon shore that would have been a likely landing ground for the Officers and crew of HMS Supply on their first official landing in 1788. Located adjacent to both South and Erscotts Passage, the shoreline consists of several sandy indents that would have provided convenient access from Supply presumably moored offshore from here.
Houses made from recycled shipwreck timbers

Several residential houses on Lord Howe Island have been identified as being of special heritage significance. This relates to their early age of construction, retention of original fabric, or associations with significant early islander families. Several houses are thought to have incorporated timbers washed ashore, either from an historic shipwreck event, or cargo lost overboard (see Rabone, 1972: 23). These houses require further detailed study to identify the presence of ships timbers (possibly through evidence of fastening types including treenails and spikes), the wood species involved, and their possible association with the shipwreck heritage of the island.

The Nathan Thompson House on Neds Beach Road is an example. The building is reputed to date from the 1850s and is a simple timber cottage set on a base of local stone known as calcancinite. The board and batten walls are made from the local Island trees Scaleybark and Blackbutt, whilst some of the interior walls and joinery are of Red Cedar, cut from logs collected by Thompson after being allegedly washed ashore on the island. The original interior walls are tongue and grooved and beaded by hand, and interior timbers retain adze marks (Heritage Office Database – HOD entry).

Photographs and records in private collections and the Lord Howe Island Museum

Mr Jim Whistler, editor of the Island's newsletter *Signal*, noted the presence within the Lord Howe Island Museum collection, of original photographs and negatives by island photographer, Mr Dick Morris. This extensive collection of photographs was compiled during 7-8 years following Mr Morris' arrival c.1931-2. He photographed various scenes and events and sold the prints to visiting tourists, often at Ned’s Beach.
The collection includes several images related to the maritime history of the island and key shipwreck events. The collection is now available to researchers at the recently opened Museum and will be examined to identify relevant images.

- **Aircraft remains**

The history of the Island is inexorably linked to the period of the flying boat service. The image of these graceful craft landing on the island lagoon is a familiar one, and the services close ties to the aircraft base at Rose Bay, Sydney. Tourists to the island regularly view historic movietone and other films related to this fascinating period in island tourism through the weekly screenings at the Town Hall.

Islander Post-Master, Peter Phillipps, is an authority on historic aircraft associations with Lord Howe Island and has compiled a book detailing that history (Phillipps, 2002). Flying boat charters began successfully on 9 December 1947 and finally concluded in September 1974 aboard Beachcomber.

The use of flying boats resulted in some notable incidents that have left a permanent record within the environment. These include fragmentary remains of RAAF Catalina A24-381 of Number 11 Squadron, Rathmines, NSW. The aircraft clipped North Peak on Malabar Hill at night on 28 September 1948, after detecting a serious fuel leak. The Catalina exploded in flames, crashing near the Old Settlement, with only two survivors being rescued by local residents from a crew of nine. The impact site is linked by an interpretative walking trail from near Neds Beach and fragments of the wreckage are retained within the fields and slope.

Another incident involved Trans Oceanic Airways (TOA) Catalina VH-EAX that was driven ashore in a gale on 23 June 1949. The remains from this aircraft were partly salvaged. One wing was transported to Neds Beach and used as fill to stabilise erosion under the present-day shelter near to the main beach access. What happened to the remainder of the airframe is unknown (Phillipps 2002 per com).

The other significant reminder of this important era is the wreck of the ANSETT Airways Short Sandringham flying boat, Pacific Chieftain (VH-BRE), that was also driven ashore within the lagoon on 3 July 1963 and severely damaged the following day (Phillipps 2002 in press, and 1999). Beyond repair, the aircraft was partially salvaged for usable parts, towed to sea, holed with hand axes and sunk off the North Passage. The archaeological remains of this aircraft have not been searched for or detected. It is considered that they would be located in deep water.

Several eyewitnesses to the scuttling are still resident on the island and transit photographs available that could assist the approximate sinking site to be relocated. A position for the target area was recorded with the now obsolete Sat Nav navigational system when island resident, Mr Roy ‘Snow’ Wilson was interred near the site in March 1987 aboard his vessel, Lulawai (Signal Newsletter, Vol 3: No73). The funeral was a significant event in the island’s history.

The remains of this aircraft are important as a physical record of the period of flying boat travel and early island tourism. The remains are protected by the relics provisions of the NSW Heritage Act 1977.
Lord Howe Island Maritime Archaeological Survey

Should they be located through accident or dedicated underwater remote sensing surveys, the Heritage Council of New South Wales would need to be contacted immediately. Appropriate management recommendations could then be developed to ensure the survival of the fragile remains and appropriate interpretation strategies developed.

- Lower hull of a small timber launch in paddock

Mr Peter Phillipps invited the survey team to inspect the remains of a small timber boat lying within a stand of trees on the Thompson property. The existence of the fragmentary lower (upturned) hull of a timber vessel was a surprise, and suggests that similar remains might be located at other parts of the island.

Information on the type of vessel, its date or range of use was unknown. Of standard clinker construction, the thinly planked hull measured approximately three meters in length and has evidence of copper-lines drainage (pump?) holes in the lower hull. There was no surviving evidence of the bow or stern. Several stringers (or internal framing members) were also evident. The timber was in a considerable state of deterioration, lying in a wet, exposed environment. It appears the vessel was used locally and had the appearance of an early open whaleboat or similar rowed vessel. It is uncertain whether it was ever fitted with a powered engine.

Figure 25: Hull timbers from island launch in paddock (Photograph by David Nutley)
7 ASSESSMENT OF SIGNIFICANCE

7.1 Introduction
Significance has been assessed in accordance with the nature and degree of significance of the site’s primary attributes. These include attributes related to historical, social, archaeological, scientific and interpretative significance.

7.2 Target 1 – First Fleet anchor

Although the anchor was not located its significance as evidence of the first known human contact with the island and its association with the establishment of Sydney and with **HMS Supply** would make this a relic of considerable historic importance. If found, an assessment of significance would include consideration of the following points:

1. **Supply** was the first vessel of the First Fleet to reach Botany Bay on 19 January 1788. The remainder of the fleet arrived two days later on 21 January (Neville, 1975:42).

2. **Supply** carried the colony’s key personnel ashore, including Governor Arthur Phillip, Lieutenant Philip King and William Dawes. These key personnel had specifically transferred to the smaller, faster, **Supply** in order to race ahead of the fleet. They left the flagship, HMS **Sirius** on 25 November 1787, after departing the Cape of Good Hope (Neville, 1975:42).

3. **Supply** was the first vessel to enter Port Jackson, a day ahead of the rest of the fleet after the famous relocation from Botany Bay.

4. **Supply** discovered Lord Howe Island in March 1788 when sent to re-locate Norfolk Island.

5. **Supply** served as the principle method of communication for the Port Jackson settlement and the Norfolk Island penal colony following the loss of HMS **Sirius** in 1790.

6. **Supply** saved the colony from starvation when it sailed to Batavia (Indonesia) for emergency supplies on 18 April 1790. **Supply** arrived back from Batavia on 19 October 1790 after a voyage of over six months. Many of the crew having died in that port from disease.

7. **HMS Supply**, the first to enter Botany Bay, was also the last vessel of the famous First Fleet to return home, departing Sydney on 27 December 1791 (Neville, 1975:98).

7.3 Target 2 – Whaling heritage
Neither the **Wolf** nor the **George** were located. However, Georges Rock, Georges Bay and Wolfe Rock have interpretive significance due to their association with this important part of Lord Howe Island’s historic background.

7.4 Target 3 – Lagoon losses

7.4.1 Ovalau
7.4.1.1 ATTRIBUTES OF SIGNIFICANCE

**Historical (Concerned with range of context)**

The *Ovalau* is synonymous with the history of Burns Philp operations in the South Seas and with the island’s long and continuing dependence on the sea for many transportation needs.

**Social (Concerned with community regard or esteem)**

The ship continues to have a strong place in oral history on the island. The place of the ship in that history is marked by the use of its name within the Payten family.

Located in easy access of the lagoon and island-based diver charter businesses, the *Ovalau* is the largest, accessible shipwreck available for heritage tourism activities.

**Technical (Concerned with technical or creative achievement)**

Because of its disturbed state, the site retains medium technological significance.

The engine is the only located example of the quadruple expansion type on a shipwreck in NSW. It is a rare example of a type not widely evidenced on vessels operating in the State’s waters during the late nineteenth-early twentieth century.

**Archaeological (Concerned with research potential through investigation of material remains)**

The site’s quadruple expansion steam engine is important for archaeological documentation of advances in marine steam technology.

**Interpretative (Concerned with public education values)**

The site is very accessible to divers and has potential to be incorporated into a Lord Howe Island Marine Park interpretative program.

7.4.1.2 Statement of Significance

The *Ovalau* is synonymous with the history of Burns Philp operations in the South Seas and with the island’s long and continuing dependence on the sea for cargo transport. The ship continues to have a strong place in oral history on the island. The place of the vessel in that history is marked by the continuing use of its name within the Payten family.

The accessibility of the site provides potential for incorporation into a Lord Howe Island Marine Park interpretative program and recreational diving experiences.
7.4.2 Favorite

**Historical (Concerned with range of context)**

Little information is currently available on the history of this vessel and its historic attributes cannot be fully assessed.

**Social (Concerned with community regard or esteem)**

The remains of the ship are a visible reminder to the community and visitors to the island of the ever-present dangers faced by shipping even into modern times.

**Interpretative (Concerned with public education values)**

The site is very accessible and has potential to be incorporated into a Lord Howe Island Marine Park interpretative program.

7.4.2.1 Statement of Significance

The remains of the *Favorite* are a visible reminder to the community and visitors to the island of the ever-present dangers faced by shipping even into modern times. The site is very accessible and has potential to be incorporated into a Lord Howe Island Marine Park interpretative program. (The significance of this site should be reassessed in the event that additional historical information is located.)

7.4.3 Jacques del Mar

**Historical (Concerned with range of context)**

Little information is currently available on the history of this vessel and its historic attributes cannot be fully assessed.

**Social (Concerned with community regard or esteem)**

The remains of the ship are a visible reminder to the community and visitors to the island of the ever-present dangers faced by shipping even into modern times.

**Interpretative (Concerned with public education values)**

The site is very accessible and has potential to be incorporated into a Lord Howe Island Marine Park interpretative program.

7.4.3.1 Statement of Significance

The remains of the *Jacques del Mar* are a visible reminder to the community and visitors to the island of the ever-present dangers faced by shipping even into modern times. The site is very accessible and has potential to be incorporated into a Lord Howe Island Marine Park interpretative program. (The significance of
7.4.4 La Meurthe

Further research into the history of the *Le Meurthe* and a survey of the wreck site will be needed before an assessment of the significance of this site can be completed.

**Social (Concerned with community regard or esteem)**

The remains of the vessel are sometimes visited by recreational SCUBA divers who enjoy the site’s major elements in a usually demanding environment.

The site is important in lending its name to the popular surf break in the vicinity of the wreck.

The unofficial “La Meurthe Break” attribution is evidence of the process whereby a local community associates a major shipwreck event with a local landform or feature (usually a reef, headland, rock or bay associated with a shipwreck event). It is the only known example in NSW of a surf break being associated with an historic shipwreck event.

8 MANAGEMENT RECOMMENDATIONS

8.1 Target 1 – First Fleet anchor

The anchor was not located during this survey. However the following is provided as a basic guide in the event that it is found in the future.

This relic, once located, would be of national heritage significance. It is associated with the earliest European exploration of Lord Howe Island by the Royal Navy, following the establishment of the penal colony at Port Jackson.

The anchor would serve as a permanent marker of the actual scene of *Supply’s* second landing at Lord Howe Island and its near loss on the fringing reef.

Upon discovery, several options for the anchor’s preservation could be considered. These include leaving the anchor in its unique underwater setting and incorporating it into existing island dive tourism programs. The anchor’s location and images of the anchor could be relayed to land-based visitors through suitable onshore interpretation. This approach would be consistent with the UNESCO *Convention on the Protection of the Underwater Cultural Heritage* that promotes retention and conservation in-situ as the preferred option unless there are strong research or preservation issues that suggest otherwise.

Recovery is the other option with public display of the anchor at Lord Howe Island. This would require appropriate archaeological assessments, conservation advice and facilities, secure funding and excavation approval under the NSW *Heritage Act* 1977.
Both options would facilitate wide public interaction with this important historic relic and advance the island’s unique heritage assets.

Media interest in the discovery would be high. One of two naval vessels employed with the original convict fleet, HMS Supply was the first vessel to land at Botany Bay in 1788 and the first to enter Sydney Harbour. The historic wreck of HMS Sirius at Norfolk Island (1790) is the only other tangible link to the vessels of the First Fleet.

8.2 Target 2 – Whaling Heritage

8.2.1 CONSERVATION
Until the wreck sites are located, there will be no current conservation issues for either the George or the Wolf.

8.2.2 DISPLAY AND PUBLIC ACCESS
Georges Rock is actually a shoal with very limited access due to its exposed and relatively remote location on the island. At Georges Bay there is limited walking access and, in calm weather, boat access. Given the exposed nature of the beach and the relatively low level of visitation, it is not recommended that signage be established at Georges Bay.

8.2.3 PROMOTION
Georges Bay and Wolfe Rock are included in a number of existing information brochures as well as the NSW Heritage Office website Maritime Heritage Online (http://maritime.heritage.nsw.gov.au). It would be appropriate for additional opportunities to be sought that link the names of these geographical features to the 1830 loss of the whaler George and the 1837 loss of the Wolf.

8.3 Target 3 – Lagoon losses

8.3.1 Ovalau

8.3.1.1 CONSERVATION
As of the time of the current survey, this is a stable site with no visible evidence of active corrosion. The main potential threat to this stability is the use of anchors associated with dive boats. Features such as the intact single boiler and the remains of the steam engine are particularly vulnerable to disturbance and a renewed phase of active corrosion if the current marine growth and concretion is dislodged by contact with anchors or anchor chains. The installation of a permanent mooring by the Marine Park Authority or by the Authority in conjunction dive charter operators on the island, would be an effective means of eliminating this threat and minimising the impact of diver visitation.

8.3.1.2 DISPLAY AND PUBLIC ACCESS
The Ovalau provides the major underwater cultural heritage attraction within the Lord Howe Island Marine Park. It has considerable potential for adding variety to the experience of visiting divers. The main features lie at a depth of about 19 metres that suit
divers of limited levels of experience. Parts of the wreck in 30 metres of water are
suitable for more experienced divers and provide an opportunity to start the dive at a
deeper depth and to conclude the dive at a shallower depth thus providing a ‘profile’ for
the dive that conforms with approved safety routines.

8.3.1.3 PROMOTION
The *Ovalau* has potential for promotion through photographically illustrated articles in
diving magazines, tourism brochures and web-sites.

The wreck site is not in a location that lends itself to shore based signage. Underwater
signage would be possible but would be made more difficult by the scattered nature of
the site, the strong surge that is periodically experienced in this area and the flat reef on
which much of the wreckage sites.

8.3.2 Favorite

8.3.2.1 CONSERVATION
There is no requirement for active conservation work to be undertaken on the site of the
*Favorite*. However, as with all shipwreck sites, avoidance of destabilisation and renewed
active corrosion requires divers and reef walkers to be advised to avoid damaging the
surface of the remains.

8.3.2.2 DISPLAY AND PUBLIC ACCESS
The *Favorite* provides an underwater and above water cultural heritage attraction within
the Lord Howe Island Marine Park. It has potential for adding variety to the experience of
visiting divers particularly inexperienced divers or when sea conditions prevent diving
outside of the lagoon.

8.3.2.3 PROMOTION
The *Favorite* has potential for promotion through photographically illustrated articles in
diving magazines, tourism brochures and websites. The scattered nature of the site does
not lend itself to shore based or underwater signage.

8.3.3 Jacques del Mar

8.3.3.1 CONSERVATION
There is no requirement for active conservation work to be undertaken on the site of the
*Jacques del Mar*. However, as with all shipwreck sites, avoidance of destabilisation and
renewed active corrosion requires divers to be advised to avoid damaging the surface of
the remains.

8.3.3.2 DISPLAY AND PUBLIC ACCESS
The *Jacques del Mar* provides an underwater and above water cultural heritage
attraction within the Lord Howe Island Marine Park. It’s underwater component on the
western side of the reef has potential for adding variety to the experience of divers when
sea conditions are suitable for diving outside of the lagoon.
8.3.3.3 PROMOTION
The Jacques del Mar has potential for promotion through photographically illustrated articles in diving magazines, tourism brochures and web-sites. The scattered nature of the site does not lend itself to shore based or underwater signage.

8.3.4 La Meurthe

8.3.4.1 CONSERVATION
No survey was undertaken of this site due to weather conditions and the following recommendation is based on the nature of the location of the wreck. These recommendations will need to be reassessed in light of any future archaeological survey.

It is not expected that there will be a requirement for active conservation work to be undertaken on the site of the La Meurthe. However, as with all shipwreck sites, avoidance of destabilisation and renewed active corrosion requires divers to be advised to avoid damaging the surface of the remains.

8.3.4.2 DISPLAY AND PUBLIC ACCESS
The La Meurthe provides an underwater cultural heritage attraction within the Lord Howe Island Marine Park. It has potential for adding variety to the experience of divers when sea conditions are suitable for diving outside of the lagoon.

8.3.4.3 PROMOTION
The La Meurthe has potential for promotion through photographically illustrated articles in diving magazines, tourism brochures and web-sites. The scattered nature of the site does not lend itself to shore based or underwater signage.
9 BIBLIOGRAPHY


Hunter, John, 1793, An Historical Journal of the Transactions at Port Jackson and Norfolk Island with the Discoveries which have been made in New South Wales and in the Southern Ocean Since the Publication of Phillip's Voyages. London. John Stockdale, Piccadilly. Reproduced by the Libraries Board of South Australia. Adelaide 1968.
Lord Howe Island Maritime Archaeological Survey


Lord Howe Island World Heritage Area brochure. Lord Howe Island Board (no date).


Lord Howe Island Maritime Archaeological Survey


HMS Supply: Key reference materials:


Blackburn, D., *Correspondence 1785-1796*. Microfilm copy held by Mitchell Library/State Library of New South Wales (AJCP M97).


The NSW coast and waterways are littered with thousands of shipwrecks. Their timbers, iron plating, anchors and cargoes have become fragile records of a heroic maritime history. They are the last remnants of a time when industry, commerce, and families were directly or indirectly reliant on transport by sea.

River boats, trains and road transport linked the inland regions of the State with the ships that plied our coastal and international shipping lanes. Freight and passenger vessels came in various shapes and sizes, their form influenced by their ocean going habits or the shallow river bars of small coastal ports. Technology and cargoes also shaped the construction of the ships while commercial and political decisions determined when and where ships, rail or road were the dominant transport network.

The ships that form our maritime heritage were built locally and at ports around the world - from the small riverside slipways on the NSW coast to the mighty shipyards in England, Scotland, Canada and the USA.

Commercial and public interests did not always result in good record keeping for these vessels, the people who served on them, the passengers who entrusted their welfare to them or the cargoes that they carried. Often they were too mundane, just workhorses that kept the economy together. Many ships passed on with no surviving image to record their appearance. The day to day experiences of the passengers and crew were rarely written down. The remains on the seabed often contain the only surviving clues.

Generally, ships are not totally destroyed when they are wrecked. Parts are preserved, covered in sand, mud and marine growth. A flat expanse of sand can cover a large part of the story of the ship and the people who were associated with it. The only visible clue may be the fluke of an anchor. If this or other visible evidence of the ship is taken away, the site may be lost forever or inadvertently damaged by modern day anchors, dredging or other human activities.

We as a community can help to preserve the information held within shipwreck sites. By becoming aware of their location and place in history we can relive the joys and fears of the people they carried. We can also feel something of the trepidation and anguish of those who waited upon their arrival.

This information sheet lists 15 of the ships that have been lost on or near Lord Howe Island. If you wish to obtain more information or if you wish to share information from other sources, please contact:

Maritime Archaeology Unit
NSW Heritage Office
Locked Bag 5020
Parramatta NSW 2124
Phone: 02-9635 6155 Fax: 02-9891 4688
Email: heritage.office@heritage.nsw.gov.au

Shipwreck Database: Msritime Heritage Online http://maritime.heritage.nsw.gov.au, or http://aima.iinet.net.au

See also the Shipwreck Atlas of New South Wales, available from the NSW Heritage Office.
**Shipwrecks of Lord Howe Island**

<table>
<thead>
<tr>
<th>Vessel Name</th>
<th>Event</th>
<th>Details</th>
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</thead>
<tbody>
<tr>
<td><strong>Favorite</strong></td>
<td>One of the Island’s more recent shipwrecks, the Favorite ran aground at the North Passage in 1965. Few details have been located for the vessel, its origin, or ownership.</td>
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<tr>
<td><strong>George</strong></td>
<td>the earliest shipwreck at Lord Howe Island, the 186 ton whaler George either ran aground or sank off the southern end in December 1830. A 23.77 metre, two-masted whaler operating out of Tasmania. Built at Plymouth, UK, in 1810, registered Hobart as 6 of 1830.</td>
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<td><strong>Jacques del Mar</strong></td>
<td>French-registered 506 ton, 44.28 metre, steel screw steamer wrecked at the Island’s North Passage in 1954. Built as the Marion Sleigh at Bremerhaven, Germany in 1906 and one time registered to Sydney as 6 of 1930 with Official Number 139627.</td>
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<td><strong>La Meurthe</strong></td>
<td>abandoned at sea in gale whilst under the tow of St. Louis. The unmanned “ghost ship” drove ashore near the lagoon at Lord Howe Island in 1907 much to the amazement of local residents. A timber sailing ship of 1597 tons gross built at France in 1882.</td>
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<td><strong>Laura</strong></td>
<td>lost at sea after departing the Peruvian port of Callao on 18 April, for Newcastle to load coal. One of Laura's lifeboats eventually washed up north of Cronulla Beach, Sydney and the wheel box at Lord Howe Island. A barque formerly known as Claudova.</td>
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<tr>
<td><strong>Maelgwyn</strong></td>
<td>abandoned approximately twenty miles northwest Lord Howe Island in 1907. Departing Pisco, Peru on 17 November 1906, the 1276 ton vessel became disabled in a gale after ballast shifted. All 20 crew reached Lord Howe Island in the boats. A 67.06 metre, iron barque built at, Sunderland, Scotland in 1884 and registered at London. Official Number 89625.</td>
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<tr>
<td><strong>Mystery Star</strong></td>
<td>intended as part of a film on Lord Howe Island the 4.88 metre timber motor skiff was lost after departing the island for New South Wales in October 1936. Crewed by actors Brian Abbot and Leslie Simpson, the vessel was never found despite searches by RAN destroyer Waterhen and RAAF aircraft including Seagull amphibians and a Gannet monoplane.</td>
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<tr>
<td><strong>Ovalau</strong></td>
<td>cargo of copra caught fire about 100 miles from Lord Howe Island in Oct 1903 but contained until reaching that place. Passengers and crew disembarked before the ship exploded, burnt and finally sank off North Passage. A 1229 ton, 70-metre steamer, built in Scotland in 1891, registered at Sydney as 33/1903, Official Number 141471. Cargo of Cockatoos and parrots let loose on the island. Wreckage lies in 19-30m of water - located.</td>
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<tr>
<td><strong>Pacific Chieftain</strong></td>
<td>a 10 metre, wooden fishing vessel, wrecked in November 1968 at Flat Rock near North Rock, Admiralty Islands. All 11 passengers and crew escaped on a lifeboat.</td>
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<td><strong>S.M. Stetson</strong></td>
<td>the 707 ton collier barque SM Stetson left Newcastle with 1150 tons of coal on 10 March 1877 bound for San Francisco. Sprang a leak and beached at entrance to North Passage on 25 March. Three crew manned a small boat and after a gruelling 7 day voyage made Sydney. Built in the USA, in 1874. Registered San Francisco. Official Number 115351.</td>
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<tr>
<td><strong>Sylph</strong></td>
<td>The 13 metre, 17 ton ketch Sylph foundered at sea after departing Lord Howe Island for Sydney on 20 April 1873. All 8 crew and passengers drowned. Built at Brisbane Water in 1849, NSW. Owned by Lord Howe Island residents Field, Thompson and Wainright, some of whom were lost with the vessel. Registered in Sydney at 1 of 1850 with Official Number 32395.</td>
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<td><strong>Viking</strong></td>
<td>A wooden, double-ender, island boat lost between Sydney and Lord Howe Island in November 1936 with the loss of 6 lives.</td>
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<td><strong>Whangaroa</strong></td>
<td>Became unseaworthy and abandoned about 20 June 1911 after departing New Zealand for Sydney with cargo of hardwood. Crew arrived at Lord Howe Island after four days clinging to vessel. Wreckage later sighted ashore. A 36.48 metre topsail schooner of 143 tons, built at Whangaroa in 1893. Registered Sydney as 46 of 1895 with Official Number 94270.</td>
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<td><strong>Wolf</strong></td>
<td>the 265 ton whaling barque Wolf wrecked near Lord Howe Island in 1837. At sea for 18 months with 1700 barrels of sperm whale oil aboard. Exhausted crew went ashore for water and food. Wolf blew against near-shore reefs and holed, later sinking within ten miles of shore. Originally built as a gun-brig at the Royal Navy Woolwich Dockyard in 1814.</td>
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<tr>
<td><strong>Zeno</strong></td>
<td>abandoned off Lord Howe Island on a voyage from Newcastle to Wellington, New Zealand with coal. Foundered on 6 September 1895 with 10 crew making the safety of the island. A 407 ton, 38.92 metre brigantine, built at John’s River, Nova Scotia, Canada in 1876. Registered Auckland at folio 26 of 1891, Official Number 74343.</td>
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