



CAPTAIN MARLOW'S LOCKER



The Wreck of the barque *Carlisle*, 6 August 1890

The ABC 7.00 pm News, on 16 May, included a mention of a wreck which had been found during a routine mapping of the floor of Bass Strait by the research ship *Investigator*. CSIRO hydrographer Matt Boyd, who discovered the wreck last year, said it appeared as a "blip" while he was conducting routine mapping of the sea floor. "The way this survey works, it is very monotonous kind of stuff, very repetitive, we call it 'mowing the lawn'," he said. "We are sort of going back and forth for long periods of time over large areas of seabed. We just happened to go over this blip and we noticed it and thought that looks like a shipwreck."

After last year's discovery, volunteers from the Maritime Archaeological Association of Victoria visited the site and identified it as the barque *Carlisle*. Malcolm Venturoni, a MAAV member who was one of two divers who visited the site, said that the shipwreck was largely untouched due to its depth and remote location. "It is very artefact-rich," he said. "There is still a lot of organic material among the artefacts, so it is a very sensitive site." No attempt was made to salvage the vessel after it was wrecked, meaning it still has many of its fittings and the personal belongings of the crew are still there. The site is now protected under heritage laws, meaning nothing can be removed.

Built by Denton, Gray, and Co., Hartlepool, in June, 1864 the *Carlisle* was an iron barque of 1,121 tons with a length of 61.7 m. Her owners, R. Nicolson and Sons, of Liverpool, operated several sailing vessels in the Australian trade. The *Carlisle* had arrived in Melbourne from Hull, with a cargo consisting chiefly of bar and other iron, and heavy hard-ware, machinery, oils and paints, coke, drapery, bottles, and miscellaneous merchandise. Under the command of Capt. Arendrup she departed from Hull on 29 March and arrived at Melbourne on 8 July 1890. The barque experienced heavy weather for much of the passage suffering damage to sails and rigging in the north-east trades, the southern ocean and finally while coming up Port Phillip on her way to moor alongside in the river.

After unloading her outward cargo, the *Carlisle* had departed in ballast on Wednesday 6 August, from Melbourne towards Newcastle, NSW, to load a cargo of coal for Valparaiso, Chile. The pilot left the barque at a quarter to seven in the morning when she was about three miles outside Port Phillip Heads. The wind at the time was a fresh breeze from the NNW. Capt. Arendrup, who had been in command of the vessel for nearly five years, intended to take it south of Rodondo Island and to pass the Kent Group on the north side. During the day the wind continued fresh veering from NNW to WNW and the sky was overcast.

At the official enquiry; the second mate stated, "When at [7.00 pm] Rodondo Island shut out the Promontory light I calculated that we were about fourteen miles from the Promontory, and seven from Rodondo," and the first mate stated, "We sighted the Kent Group light at about 8 o'clock. Wilson's Promontory then bore NW by N., and the wind was about NW. I saw the Kent Group light over the starboard bow. We were then steering NE by N. and continued to do so till we struck." The vessel was under all plain sail and travelling at around seven knots when she struck a rock at about 9 pm.

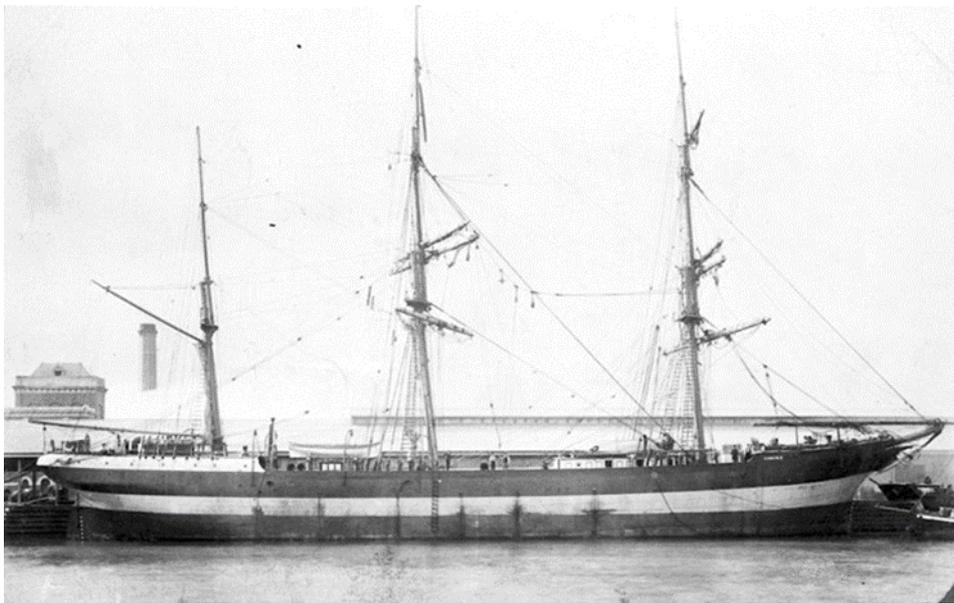
According to the second mate the vessel bumped heavily for ten or fifteen minutes and sank after 11.30 pm.. On the other hand the account of the captain suggested that the vessel had bumped for about half that time and had sank rather soon after the contact. Though the pumps were manned it became obvious that the *Carlisle* could not be saved. Meanwhile three boats were lowered. After the men were safely in the boats the mates left the barque followed by the captain. The captain, with the first and third mates, was in the lifeboat with ten of the crew while the second mate took charge of the pinnace accompanied by five crew-members. Three men were in the smaller gig. The boats remained near the vessel until she sank at about 6 o'clock in the morning, just as day was breaking.

The weather was rough and squally, and the lifeboat had to be bailed constantly, with the crew relieving one another at the oars, as they tried to reach Clifty Island. Unable to come closer than five miles, because of the strong westerly wind, the captain decided to set a blanket for a sail, and made for the coast near Port Albert. At 10 pm on the night following the wreck the thirteen in the lifeboat reached safety at Woodside on the Ninety-Mile Beach.

Meanwhile the second mate in the pinnace realised that the gig could not survive in the sea that was running and took the men, from it, into his boat. Those aboard quickly lost sight of the lifeboat and after rowing for many hours gave up their efforts to reach Wilson's Promontory and turned towards Clifty Island. The pinnace was carried towards the island by a strong north-west wind but the men were anxious to avoid being swept past. The second mate told a reporter, "We looked upon that as our last chance, because failing it we should have been carried away down the straits and either swamped or cast away on one of the many desert islands to leeward." On Friday morning the boat approached the shore where one of the men jumped into the sea with a line. Narrowly escaping drowning, he scrambling ashore he made the line fast and then the others followed one by one with the aid of the line. As the last man came ashore the boat was smashed on the rocks. The lighthouse keeper and his wife prepared hot food and made every effort to make the men comfortable. Signals were then made to the lighthouse on Wilson's Promontory indicating that the survivors were on Clifty Island. They were picked up from the island by the *Lady Loch* which had been set from Melbourne on Friday to look for survivors from the *Carlisle*. The *Lady Loch* reached Williamstown at 5 am on Sunday from where the men were sent on to the Sailors' Home in Melbourne by the first train.

At the official enquiry the captain stated, "I am still decidedly of opinion that the ship struck on a reef not charted. It was two hours from low water when the ship struck, and the Crocodiles [rocks which are visible at low tide] would have been quite visible." The first mate supported his captain's view but the second mate stated that he believed that the compasses were not accurate and that the barque had struck either the Crocodile or the Cutter rock. The enquiry accepted the captain's account and the *Lady Loch*, with both Capt. Arendrup and the first mate aboard, was sent to locate the rock. As no rocks, other than those already on the chart, were found it seems that the captain was fortunate in that the enquiry accepted his claim.

Readers who want further information about the wreck of the *Carlisle* should research the articles in the Melbourne newspapers of August and September 1890. It was a surprise to find a serious error, in a report about the divers from MAAV who recently identified the wreck. In that report it was claimed that only twelve of the crew of twenty survived. In fact all twenty-one crew-members survived.



The iron barque *Carlisle*, 1,121 tons, built 1864 at Hartlepool.

Changes at the pointy end. The X-Bow, & Sea-Axe-Bow.

Two European shipbuilders (Ulstein & Damen) believe that changes at the bow end offer a number of advantages over the 'usual'.

The first vessel to be built with the Ulstein X-Bow, the 86m anchor handling supply vessel *Bourbon Orca*, was launched in 2005, Since then around 100 vessels have been built with this innovation.

The Ustein website states;

The X-BOW introduces the gentle displacer; a tapered fore ship shape with a different volume distribution as well as sectional angles, resulting in a wave piercing effect at small wave heights, and also reduces pitching and bow impact loads in bigger seas. When comparing fore ship volumes with more conventional, bulbous bow shapes, the X-BOW has more displacement volume starting from the waterline.

Instead of simply rising on the waves and then dropping with tremendous force, the X-BOW® is able to absorb the force more consistency across its surface – enabling the ship to remain more stable during poor weather conditions, increasing comfort for passengers and crew alike. And because it uses less fuel to get through the waves, it also helps to save energy.

Eliminating the flare of a conventional bow reduces the vertical acceleration when rising to a wave and the slamming experienced on dropping into a wave.

The X-bow expedition cruise ship *Greg Mortimer* which will be in service for the 2091/20 Antarctic season was launched in May. Information about this ship is worth checking especially at safety4sea.com where a simulation is shown, which compares the motion in a seaway of a conventional and an X-bow. The Ustein website is worth checking for further information.

Damen shipbuilding has developed another 'different' bow which provides similar advantages to the X-bow. The first Sea Axe was a 33m fast crew supplier built in 2006.

Wikipedia states:

The axe bow is a wave-piercing type of ship's bow, characterised by a vertical stem and a relatively long and narrow entry. The forefoot is deep and the freeboard relatively high, with little flare, so that the bow profile resembles an axe.

The axe-bow has proved very successful in patrol vessels, fast crew suppliers, luxury yacht tenders and rig-support vessels. A new explorer yacht, *SeaXplorer77*, is being built in the Netherlands. The website is worth a look. A development known as the twin-axe bow (a catamaran version) is proving successful for offshore wind farm service. Damen's websites contain many images of vessels built with the axe-bow. Anyone who has seen the Sea Shepherd vessel, *Ocean Warrior*, will know what an axe-bow looks like.



X-bow



Axe -bow



Twin-axe-bow

Another recent design change at the 'pointy end', known as the reverse bow (X-bows are included in this), has come to the notice of the public with the building of the US Navy's destroyer USS *Zumwalt*. Reverse bows have also been used for luxury yachts and America's Cup catamarans. Lovers of traditional ships, however, will find it hard to accept these changes which produce ugly ships.

A few minutes browsing on the internet will provide an extensive coverage of all of these innovations.

Where will it end?

COSCO Shipping Universe has set a new record for boxships. With a capacity of 21,237 TEU, a length of 399.9 and a deadweight of 198,000 tons the ship has a service speed of 22 knots. We won't see her in Australian waters as she has been built for the NE Europe to the Far East run.

If 21,237 20-foot containers were placed end to end (with no space between them) in a straight line they would reach an incredible 129.46 kilometres. If they were spaced 10 cm apart (about the width of a hand) that would add another 2 kilometres. It is hard to imagine one ship carrying so much.

New Submarines. (Not torpedoes and missiles but a total minefield.)

There is a minefield ahead for the new RAN submarines if the experiences of so many other new submarine projects are anything to go on. The boats, coming as an adaptation of a submarine intended for atomic propulsion, which will be changed to diesel power, will be interesting. The French designers have not yet built one of the atomic powered boats. Maybe Mister Rabbit's idea of building the Japanese *Soryu*, which is in service and is successful, might have been wiser.

News of the latest Spanish submarine is an example of problems with new boats. These submarines were designed with air independent propulsion, allowing them to stay underwater longer. After ten years of work on the project, however, it was discovered that the submarines would be about 100 tons over design weight and would remain underwater permanently. To overcome this problem the boats will have to be lengthened by about 10 m which means that they won't fit their intended docks, which will now have to be deepened and lengthened to suit. It seems someone misplaced a decimal point. The total cost is expected to increase by about a third. As this will be a huge figure, adding another third will be a lot of extra Euros to find. Perhaps some Polly can assure me that there will be no problems with the Australian subs. I am easily convinced because I believe in Father Christmas and the Tooth Fairy.

Return to the Former Name.

STX France, the French shipyard based in Saint-Nazaire, where the *Queen Mary 2* was built has changed its name back to Chantiers de l'Atlantique. The company is undergoing an acquisition process by its Italian counterpart Fincantieri.

Blocked Suez (not sewers).

The Suez Canal has had some problems recently with groundings and collisions which blocked traffic. An engine failure caused the containership, *Aeneas*, to run aground on 15 July. The *Panamax Alexander*, a bulk carrier which was following the *Aeneas*, also ran aground after colliding with another bulker which had been following it. The damaged ships were towed clear but dozens of ships were delayed.

Fire on a Bulker in Port Kembla.

A fire, which began on a conveyor belt but took five days to bring under control, has led to the decision to retire the bulk carrier *Iron Chieftain*. The bulker having arrived from Ardrossan was alongside at Berth 113 in Port Kembla Harbour unloading dolomite on 18 June when the fire began. Two tugs spraying water directly onto the flames, 110 firefighters and 5 units were required to extinguish the fire. The 22 crew-members were evacuated and there are no reports of injuries. Booms were placed around the vessel as a precaution but there were no reports of pollution. The 50,587 dwt ship, operated by Canadian CSL Group will be handed over to the underwriters who will oversee the offloading of the fuel and sludge, and prepare the bulker for towing from the port.