

# Marine Life Society of S.A. Inc.

## 2009

# JOURNAL



**“understanding, enjoying & caring for our oceans”**

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## MLSSA JOURNAL

### THE MARINE LIFE SOCIETY OF SOUTH AUSTRALIA Inc.

Are you interested in any aspect of marine life? Do you want to learn more about the underwater world? Are you concerned about pollution of our oceans and destruction of reefs and seagrass beds? If so, MLSSA is for you.

Our motto is “--- understanding, enjoying and caring for our oceans ---”. These few words summarise our aims. Members seek to understand our ocean, derive enjoyment from observations of marine life and are committed to the protection of the marine environment.

Become a Society member and enjoy contact with others with similar interests. Our members include divers, marine aquarists and naturalists.

Our activities include:-

- Studying our local marine environment
- Community Education
- Underwater photography

Established in 1976, MLSSA holds monthly meetings and occasional field trips. We produce various informative and educational publications including a monthly Newsletter, an annual Journal and a beautifully illustrated Calendar showing only marine life photographed in South Australia. Our library is a source of helpful information for marine enthusiasts.

Through our affiliation with other organisations we are kept up to date with relevant issues of interest. MLSSA also has close ties with appropriate Government organisations, e.g. various museums, universities and libraries.

Everyone is welcome to attend our General Meetings which are held on the third Tuesday of every month (except January and December). We presently meet at the clubrooms of Adelaide Scuba on the Patawalonga Frontage at Glenelg but this may change in the New Year. Please check the front page of our website before any meeting. (See page 26 for a map showing how to get there) We begin with the guest speaker. After a short break there is the general business meeting and this may be followed by a photo show if time permits. The atmosphere is friendly and informal.

We welcome new members. We have subscription levels for students, individuals,

families and organisations. We invite you to complete the membership subscription form on our website at:- <http://www.mlssa.asn.au> Or you may wish to contact the Society for a form, or to complete the one on Page 27 of this Journal (or a photocopy) and send it with your payment to MLSSA.

The postal address of the Society is:-

**MLSSA Inc.**  
**c/o Conservation Council of South Australia**  
**Level 1, 157 Franklin Street,**  
**ADELAIDE 5000.**

### OUR LOGO

The MLSSA logo on the front page features a Leafy Seadragon which is unique to southern Australian waters. The Leafy was South Australia's first totally protected fish and is the State marine emblem. Its beauty surpasses that of any creature found in tropical waters and, once seen by divers, is amongst the most remembered of their diving experiences.



**Male Leafy Seadragon carrying eggs**

**Photograph courtesy of MLSSA member David Muirhead.**

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## EDITORIAL

Only three articles this year. However, as usual, they are of a very high standard and are extremely interesting. They will make good holiday reading.

Our thanks must go to MLSSA member Brian Brock for his usual very interesting and clear article set in the local area. I spent some time with him down the beach to take the pictures and must say I was very pleased that he was the one to wade out to his neck in freezing water to retrieve and reset his tiles under Glenelg

jetty. It was supposed to be a low, low tide but because of the wind direction it was quite deep.

Steve Reynolds, also a MLSSA member and a frequent contributor to the Newsletters and past Journals, has supplied an article on *The Kona*, following on from his article in the January 2005 MLSSA Newsletter.

His second article is about South Australian lighthouses.

## DISCLAIMER

The opinions expressed by authors of material published in this Journal are not necessarily those of the Society.

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# Continuing the search for the fouling bryozoan *Tricellaria porteri* “below Low Spring Tide Level” at Glenelg.

by Brian J. Brock

Photographs by Philip Hall, sketches and picture annotations by Brian Brock

## ABSTRACT

Settlement tiles were tied to jetty piles at Glenelg (figs 1, 2 & 3 are site photos; figs 4, 5 & 6 show zonation of some indicator invertebrates on the piles) for three months during the settlement season of *Tricellaria porteri* (Brock B. J. 2006 fig 1.). After one month of immersion, tiles were removed and examined alive under a dissecting microscope. Ancestrulae and small colonies of *Tricellaria* were removed and ancestrula spine counts were made. No six-spined presumably



Fig 1

*Tricellaria porteri* ancestrulae (Brock B. J. 2006 fig 2) were found. All ancestrulae conformed to the ten-spined count found in *Tricellaria occidentalis* (Brock B. J. 2007 pp32 & 33; Gordon D. P. (1986; p 61 & plate 20e); Mawatari S. F. (1951; figs 1A & 7A → F show 10-spined ancestrulae); Occhipinti Ambrogi A & d'Hondt J.-L. (1994; fig 2 clear SEM of 10-spined ancestrulae of *Tricellaria inopinata* syn. *occidentalis*).



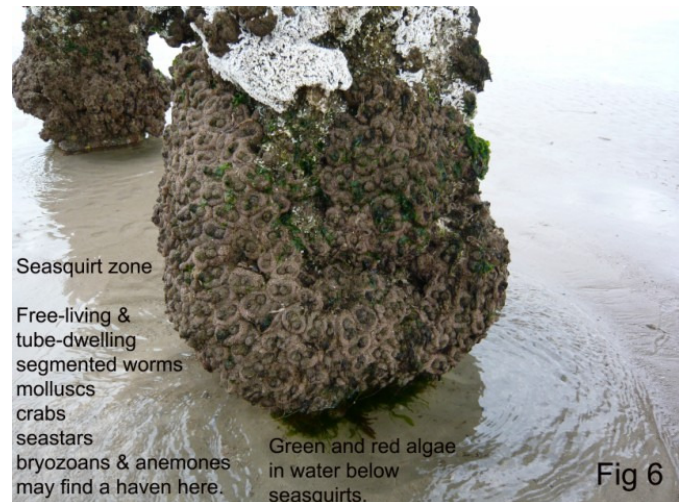
Fig 3



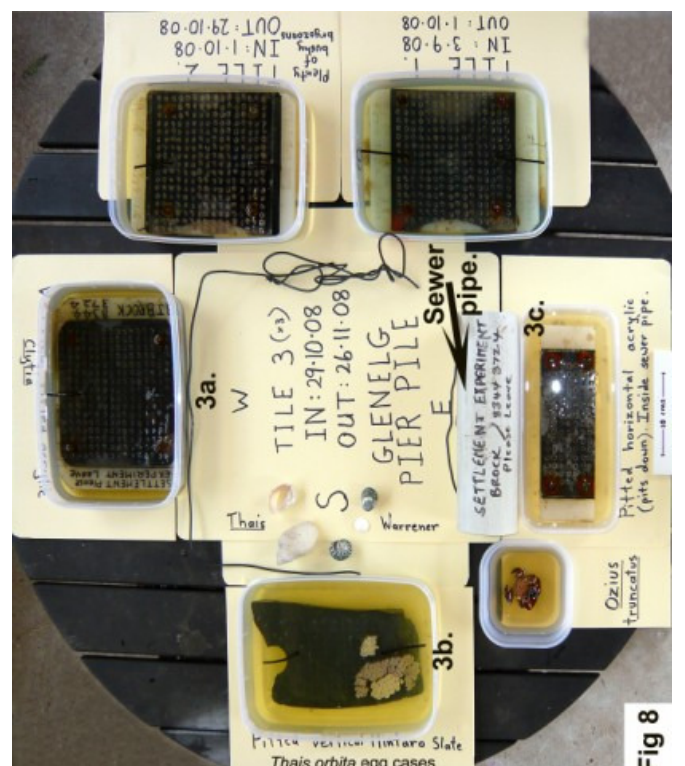
## MATERIALS AND METHODS

The main tile series was clear acrylic pitted on a cm grid, with a red-hot 5mm diameter, hanging basket wire. Gutter bolts through the corners of the acrylic, fixed it to a black polythene backing sheet, and a white polythene kitchen cutting-board (fig 7 shows tile 1). 3.15mm ( $\pm$ ) tie wire passing through two holes in the settlement-tile “sandwich”, tied the tile to the jetty-pile (figs 7 & 8). The tiles were positioned “below Low Spring Tide Level” but a particularly low low, exposed half of tile two on 29.10.08. (fig 8)

“Tile Three” was really three tiles on the one wire (fig. 8), and was set two sets of piles further



out, in deeper water, to avoid exposure at Low Spring Tide. This made it more difficult to



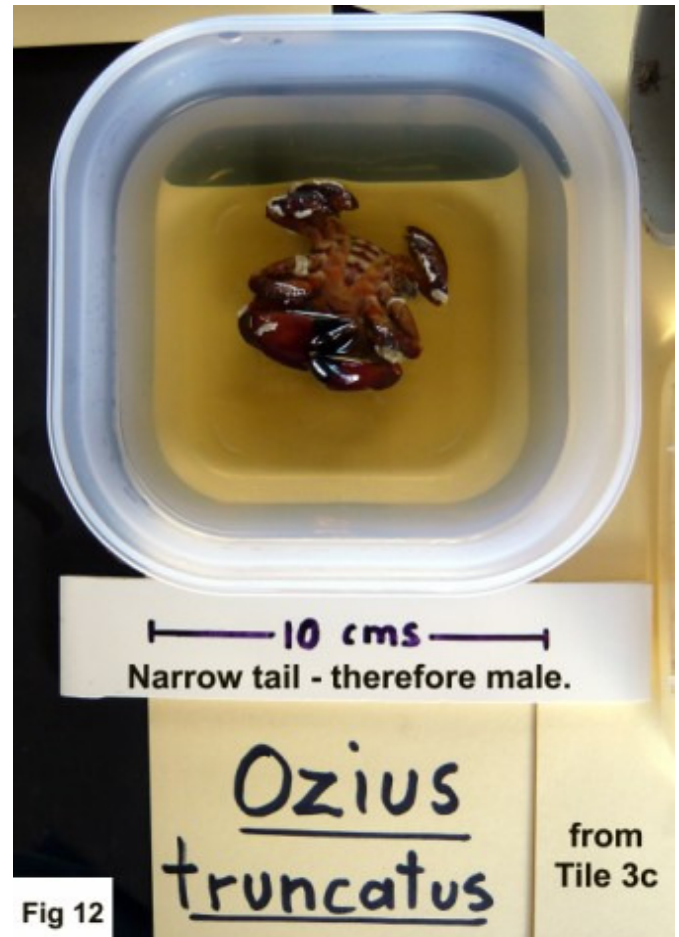
retrieve the “tile”, but the tile-set, certainly was not exposed at Low Spring Tide on 26/11/08. (With triple-tile in one hand, and bolt cutters in the other, I waded shoreward under water).

Tile three consisted of an acrylic tile like tiles one and two, set vertically on the West side of a pile fig 8.3a; a vertical pitted Mintaro Slate tile set on the south side of the pile fig 8.3b, and a horizontal half-tile set with pits downwards, in a 25.5 cm length of 8.3 cm external diameter plastic sewer pipe, on the East side of the pile fig 8.3c. The sewer pipe held the half-tile in position, and was fixed to the pile by the same wire as the vertical acrylic and slate tiles set at the same time (fig 8).



I began to think I had overdone the depth thing as I kicked off the bottom for a breath while retrieving the tile, and while wading towards shore. When the tiles emerged from the water, I noticed a large abalone on the slate tile; rafts of *Thais orbita* egg cases were on both sides of the slate tile figs 8, 10 and 11. (Shepherd & Thomas 1989 as *Thais orbita*; Karen-Gowlett Holmes 2008 as *Dicathais orbita*). Egg rafts of *Thais orbita* were common on other piles I passed. I

left the abalone in a nook on a pile en passante, but did not notice that a reef crab (*Ozius truncatus* Gowlett-Holmes p 231) was hitching a ride on the half-tile in the sewer-pipe figs 8, 12 & 13.



“Tile Three” was transported home in a large plastic box of fresh seawater. The tile surfaces were examined closely under seawater while alive. The crab was left in the large box of seawater with the sewer pipe. It escaped and fell to the floor twice before I covered the box with wire mesh. A couple of days later, it refused a variety of foods, but seemed happy enough on a large rock I had provided. I showed it to a young visitor, but it dropped off its rock and was lying apparently dead on the bottom of the “aquarium”, on its back, with the last pair of legs in an un-natural extended elevated position. Thinking it really was dead, I dropped it into meths preservative. No response, but I later read in Hale 1976 pp160-161 “this crab..... often feigns death when touched, remaining perfectly quiet with its hinder legs extended backwards in an unnatural position.”

I thought of Uncle Remus’ tale about Brer Rabbit

and Brer Fox (Mee A. Ed The Children's Encyclopedia vol 8 p5583). If the crab wanted me to know it was only "dead", it ought to have shaken its hind leg, and I would not have dropped it into the meths. The crab, a male (thereby hangs a narrow tail – fig 12), is shown in a dish of preservative, with serpulid worm



tubes on its back (fig 13).

To examine young *Tricellaria* colonies and make spine counts (x40 or x100) a little stage well was made by sticking a  $\frac{3}{8}$ " metal washer to a microscope slide with super glue (fig 14). The well took nine drops of seawater to fill it. Small colonies freed from the tile using the point of a No. 11 X-ACTO cutting blade, were transferred to the well on a fine water-colour paint-brush from which most of the hairs had been removed. A coverslip was put on the preparation and excess fluid was mopped up. For greater magnification, little colonies were transferred to a slide without a well for normal x400 examination. See also the drawings of *Clytia* nematocysts (fig 18) and *Thais orbita* veligers (fig 19).

*Clytia* is a colonial hydroid (Hyman L. H. 1940, vol I, fig 115e) common in fouling communities

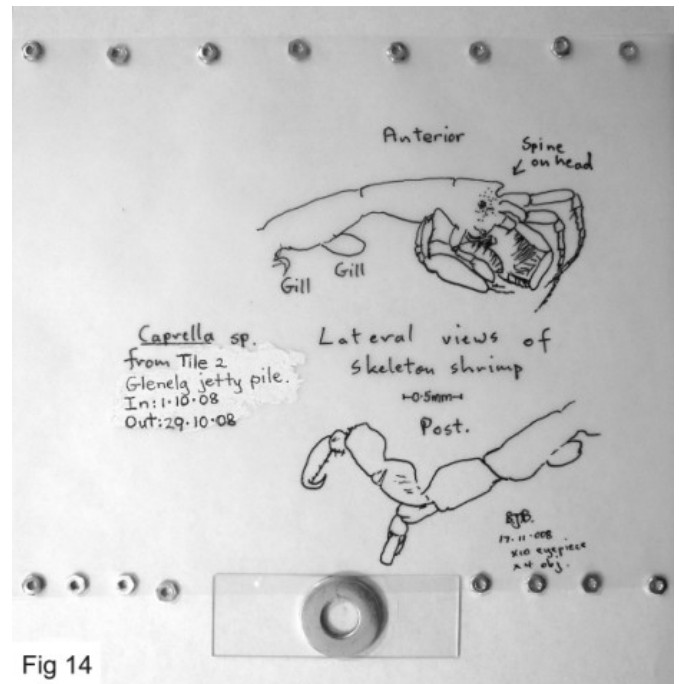


Fig 14

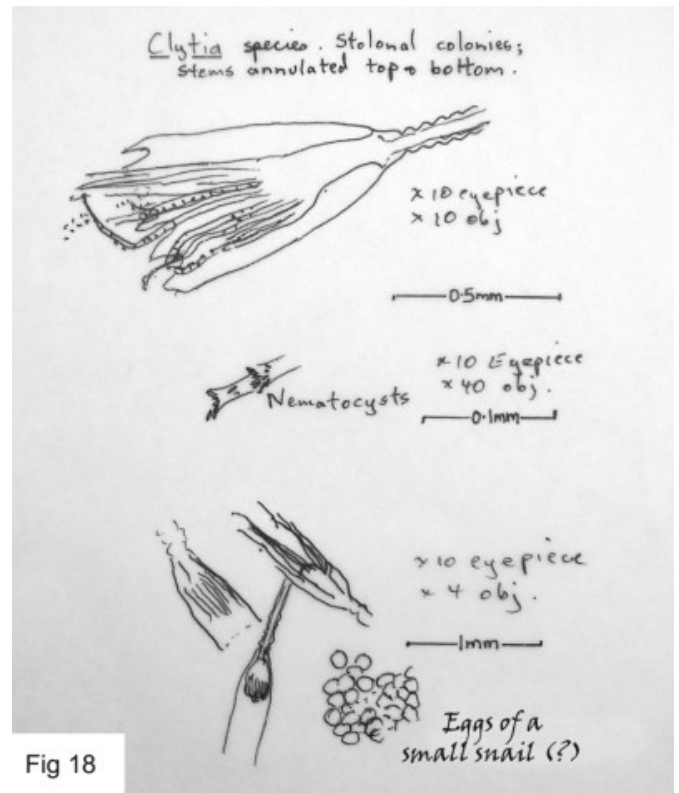


Fig 18

(Woods Hole Oceanographic Institute p 170 Table 6). Large vertical acrylic tile 3a, and parts of the slate tile, looked like a coconut plantation seen from 6000' because of the regularly-spaced *Clytia* hydranths with tentacles extended (live tiles). Hyman shows the network of stolons adherent to the substrate. Allen F. E. & Ferguson Wood E. J. (1950) found a *Clytia* species as a common fouler on glass plates exposed at various sites from Eden to Morton Bay in 1947.

Veligers of *Dicathais orbita* (Gmelin, 1791) from an egg capsule laid on a Mintaro slate tile set on a Glenelg jetty pile on 29.10.08 and raised on 26.11.08. Tile set below Low Spring Tide level.

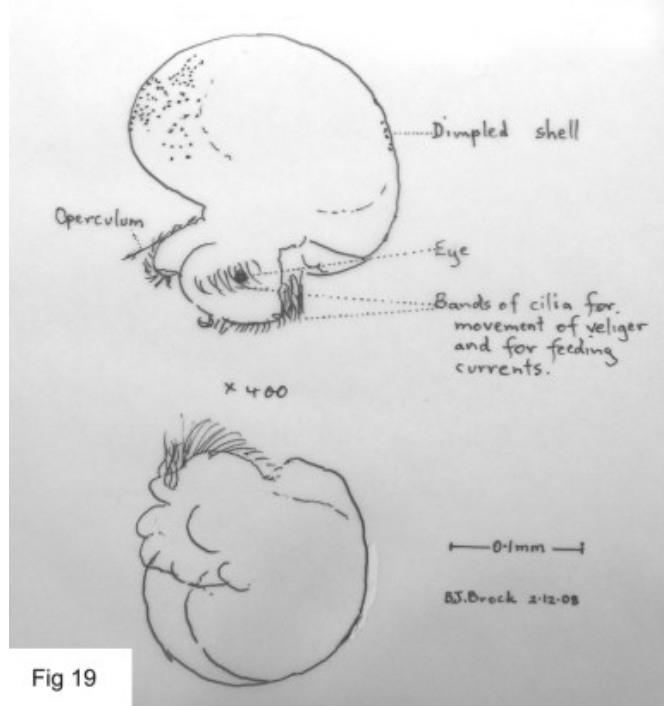


Fig 19

They commented that it “sometimes covered the whole plate in four weeks” (p 98), which is what happened with my vertical pitted acrylic tile 3a at Glenelg.

The following table summarises some of my observations on the recent series of tiles set “below Low Spring Tide Level” at Glenelg.

While examining the *Thais orbita* egg rafts alive, I noticed that the fenestra in the top of several

egg-cases had dissolved. Looking down into these, I could see hundreds of veliger larvae spinning around within each egg-case. Iris scissors were used to cut the top from one of the egg cases, and some of the larvae were transferred to a microscope slide for examination under high power. In nature, pressure changes due to wave action and turbulent water flow (partly due to the “fence” around the top of the egg case), could help free the larvae, which are quite small enough to exit through the open “window”.

## DISCUSSION

*Tricellaria occidentalis* settled readily on vertical pitted acrylic tiles 2 & 3a, and on the lower (pitted) surface of the smaller tile in the sewer pipe. Tile 1 and the slate tile had very few bryozoans on them. Tile 1 may have been a bit early for the main settlement period of *T. occidentalis*. Alternatively, the very high settlement of tube-dwelling amphipods might have inhibited *Tricellaria* settlement. Although not favoured by *Tricellaria*, the slate tile was where the Abalone grazed on settled algae etc., and *Thais orbita* laid its egg capsules. Anyone interested in *Thais orbita* embryology or stem cells, might consider slate tiles as settlement plates for collecting thousands of genetically similar embryos. My tile was in the water for four weeks, which accords with the 4-week development period suggested for maturation of veligers by Smith B. J., Black J. H. & Shepherd S. A. (1989) p 858.

Egg rafts that looked like those of a small

| TABLE OF TILE RESULTS  |   |   |
|--|---|---|
| <u>Tile 1</u><br>In 3.9.08 Out<br>1.10.08  | Full pitted acrylic vertical.<br>Figs 7 & 8.  | 2-30 tube-dwelling amphipods in each pit.<br>Fine red algae; pycnogonids; skeleton shrimps.   |
|  |   |   |
| <u>Tile 2</u><br>In 1.10.08<br>Out 29.10.08  | Full pitted acrylic vertical.<br>Half out of water at Low Spring Tide on<br>29.10.08. Fig 8.  | Plenty of <i>Tricellaria occidentalis</i> . Figs 20-24.<br>Some tube dwelling amphipods and other<br>crustaceans. Figs 14-17.   |
|  |   |   |
| <u>Tile 3</u><br>In 29.10.08<br>Out 26.11.08<br>Tile 3 was put<br>two sets of<br>piles further<br>out (deeper<br>water). | Full pitted acrylic vertical. Figs 8.3a & 9.<br>Pitted vertical slate. Figs 8.3b & 10.<br>Protected side Fig 11.<br>Half tile; pitted acrylic.<br>Horizontal in sewer pipe.<br>Figs 8.3c; 12 & 13; 23 & 24<br>Pitted side of full acrylic & slate tiles<br>outwards. Pits of ½ tile point down-<br>wards. | Several <i>T. occidentalis</i> . Fig 22 Large Tile 3.<br><i>Thais orbita</i> egg rafts on both sides of slate.<br><i>Clytia</i> Fig 18. Red algae & Abalone exposed side.<br>Egg rafts of small snail on protected side Figs 11<br>& 18.<br>Several <i>T. occidentalis</i> colonies. No <i>T. porteri</i> .<br>Figs 23 & 24. <i>Ozius truncatus</i> crab Figs 8, 12 &<br>13.<br>Abalone had grazed outer surface of the slate tile. |

*Cymatiella* species (See fig 15.4(b) Smith Black and Shepherd) were on the protected face of the slate tile. Some of the older egg cases contained one, two, or three well developed embryos. The protected face of the slate tile also carried solitary and colonial seasquirts. It might be worth designing tiles that give molluscs easy access to both sides of the tile (perhaps 3 bolts as spacers).

Of the 25-30 small colonies of *Tricellaria* for which I made spine counts, all had 10 spines around the ancestrula. No 6-spined ancestrulae were found. I drew several ancestrulae but have only included drawings of a few (Figs 20 → 24). The drawings are clear enough, as was my

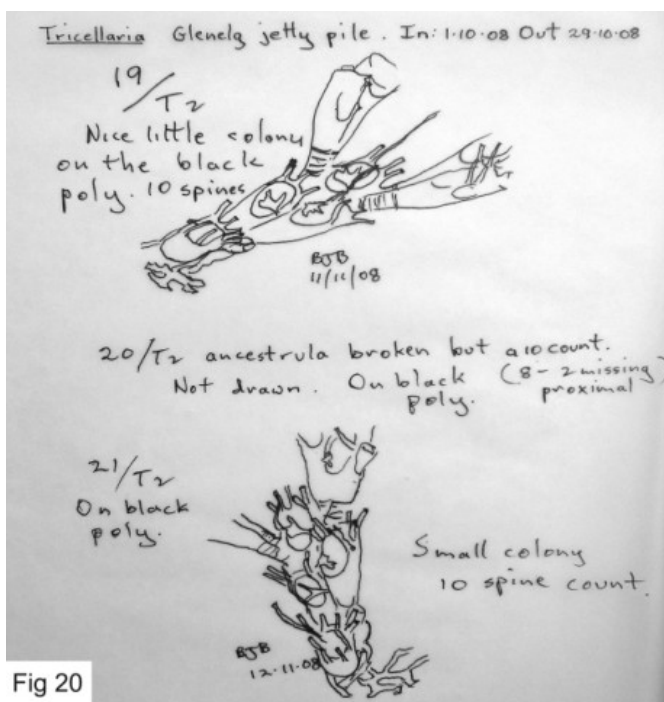


Fig 20

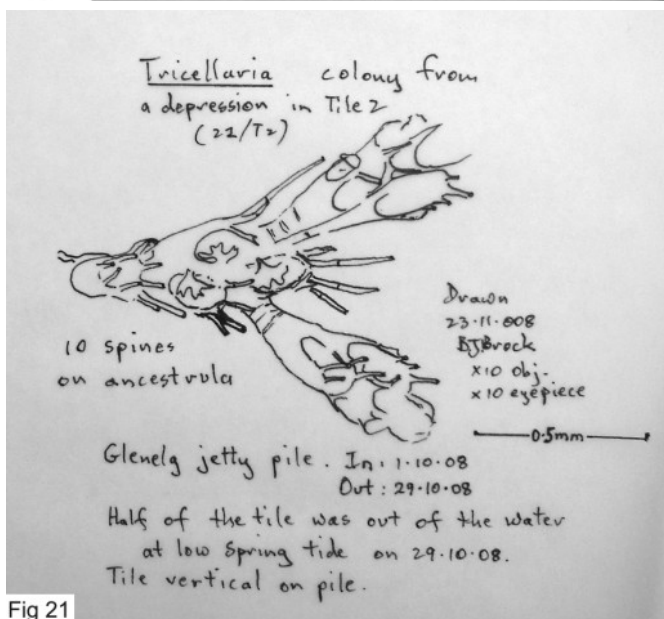


Fig 21

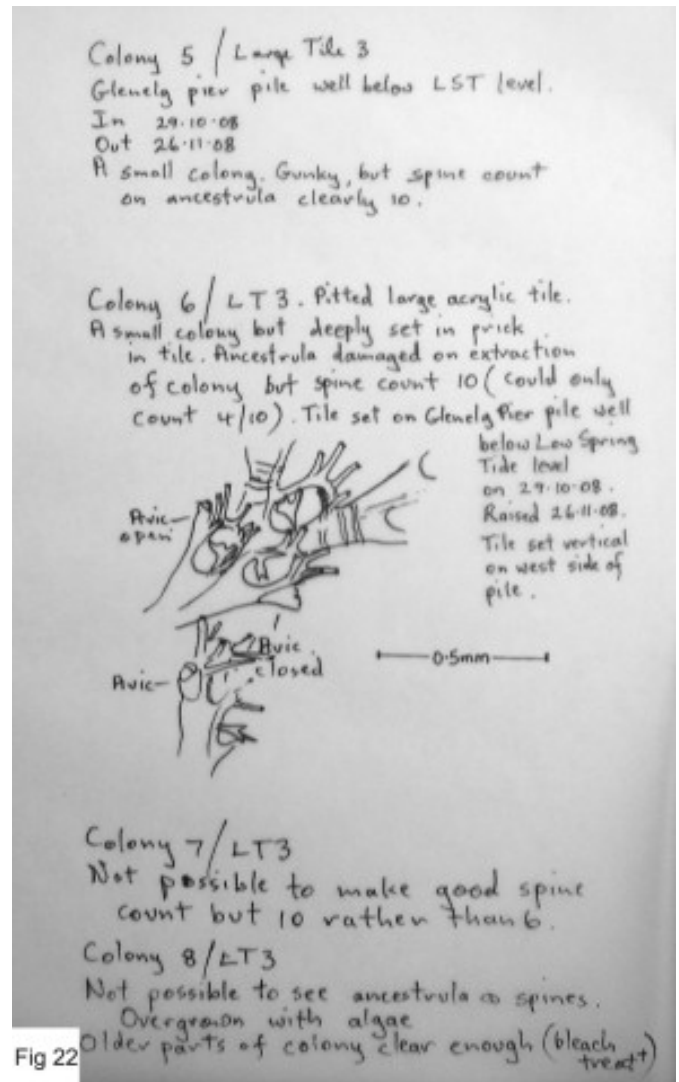


Fig 22

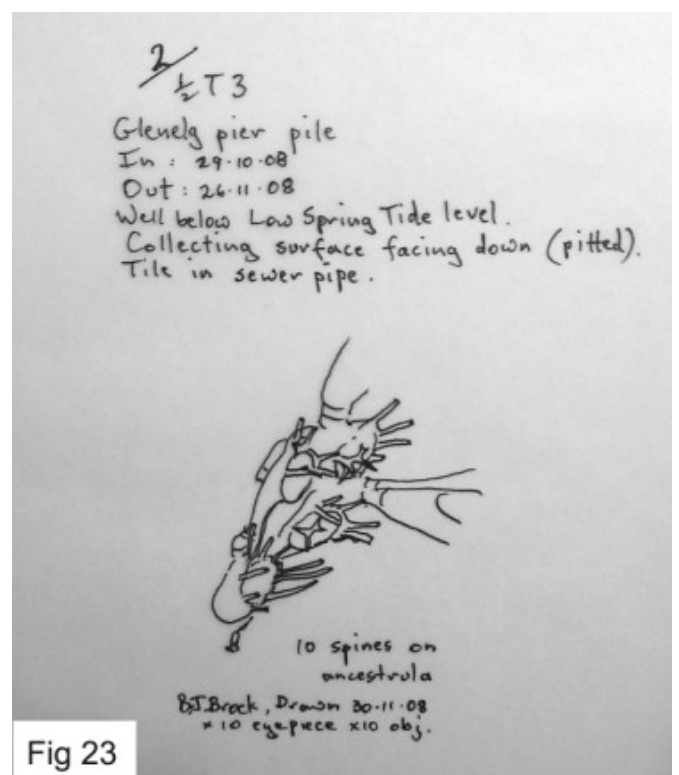


Fig 23

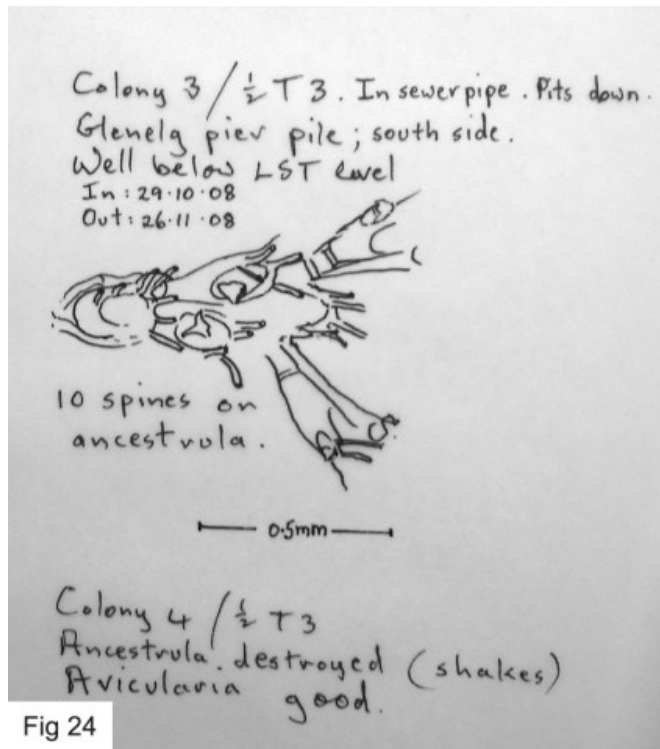


Fig 24

drawing of a 6-spined ancestrula of what I was calling *Tricellaria porteri* in 1977 (Brock 2006 fig 2).

I have not repeated the 1976 arrangement of tiles at Outer Harbour (Horizontal cement-aggregate window-sill tiles with the collecting surface pointing downwards 50cms below a floating pontoon platform.). Nor have I looked for *Tricellaria porteri* on drift red algae at Glenelg. No *Tricellaria* was found on Grange drift red algae collected on 25/1/09.

I wonder whether MacGillivray lodged a type specimen for his *Tricellaria porteri* in 1889, and whether it still exists if he did.

Lectotype MOVF45613 does not accord with MacGillivray's drawing of ovicellate material "with a row of round foramina along the upper edge". MacGillivray did not include drawings of ancestrulae showing spine counts. Specific descriptions might well incorporate this important ontogenetic information if available. (See the importance of spine counts in determining *Bugula* species in the OECD volume on Polyzoa – J. S. Ryland 1965 fig 20.)

## CONCLUSION

I have been able to show that *Tricellaria occidentalis* occurs in the low littoral and occasionally settles in the upper sub-littoral at Glenelg. The main occurrence is above Low Spring Tide Level.

I have not been able to collect what I would call

*Tricellaria porteri* ancestrulae (6-spined) even on the dimpled lower surface of a horizontal tile set below Low Spring Tide Level at Glenelg. I cannot say that *T. porteri* no longer exists in SA waters. I do not recall seeing the thick lower intertidal swards of *Tricellaria occidentalis* on metropolitan Adelaide jetty piles prior to my 27.3.06 collections at Glenelg. I have vivid recollection of *Bugula neritina*, *Zoobotryon*, *Watersipora*, and *Scrupocellaria bertholetii* on pontoons, boats, jetty piles hulks etc. at that time (pre 27.3.06).

If *Tricellaria occidentalis* is such a recent invader of Venice Lagoon (post 1978 according to Anna Occhipinti Ambrogi 1991) it is conceivable that it was a less recent invader of S.A. waters (i.e. post 1976 when I collected what I called *Tricellaria porteri* on settlement plates at outer Harbour). Various museums might hold specimens that would resolve the question. Encounter Bay and St Vincent's gulf are locations recorded for some S.A. Museum specimens of *Tricellaria porteri* (as *Menipea Porteri*). MacGillivray says his species "grows in small tufts, not exceeding half an inch in height, on algae". *T. occidentalis* seems to be a much more robust taller species less fussy about its substrate. If I were to find just one little *Tricellaria* colony lying on its back and kicking its hind leg, and with a 6-spined ancestrula, I would be happy to say that the idea of *Tricellaria porteri* in S.A., is not dead in the water.

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- Bock P. E. (1982) In: Shepherd S. A. & Thomas I. M. Marine Invertebrates of Southern Australia Part I p 360 *Tricellaria porteri*. (MacGillivray) & Fig: 9.15c with ovicells.

Brock B. J. (2006) Evidence for the occurrence of three fouling bryozoan species .... In Adelaide waters. Marine Life Society of S. A. Journal No. 16 Fig 1. Seasonal abundance of *Tricellaria porteri* at Outer Harbour. Fig. 2. 6-spined ancestrula of *Tricellaria porteri* from Outer Harbour 1976. Fig 3. Ten-spined ancestrula of *Tricellaria occidentalis* from Glenelg Jetty

27.3.2006.

Brock B. J. (2007) Early settlement at Glenelg. Marine Life Society of S. A. Journal No. 17 pp 32-33 diagrams of three ten-spined *Tricellaria occidentalis* ancestrulae from Glenelg.

Dakin W. J. & Bennett I. (1987) Australian Seashores. Angus & Robertson. P 195 *Galeolaria caespitosa* with tentacles expanded.

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Gowlett-Holmes K. (2008) A Field Guide to the Marine Invertebrates of South Australia. (Notomares, Tasmania). P 100 *Galeolaria caespitosa* & *Pomatoceros taeniata*. P 145 *Dicathais orbita* with egg capsules, p231 *Ozius truncatus*.

Hale H. M. (1976 photolitho reprint) The Crustaceans of South Australia (S. A. Govt. Printer) pp 160/161 of *Ozius truncatus* "It often feigns death when touched, remaining perfectly quiet with the hinder legs extended backwards in an unnatural position".

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MacGillivray P. H. (1889) On some South Australian Polyzoa. Transactions of the Royal Society of South Australia 12 pp 24-30 and Plate II *Menipea Porteri*, new species. Later known as

*Tricellaria porteri* (MacGillivray, 1889).

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Occhipinti Ambrogi A. & J.-L. d'Hondt (1994) The invasion ecology of *Tricellaria inopinata* into the lagoon of Venice: morphological notes on larva and ancestrula. In: P.J. Hayward, J. S. Ryland & P. D. Taylor (Eds.) Biology & Paleobiology of Bryozoans (Olsen & Olsen, Denmark). Fig 2 on p 141 a clear SEM of *Tricellaria inopinata* ancestrula showing 10 spines.

Ryland J. S. (1965) Polyzoa. Vol 2 in the OECD Catalogue of Main Marine Fouling Organisms ... Fig 20 on p 41 shows spines on different *Bugula* species' ancestrulae.

Smith B. J., Black J. H. & Shepherd S. A. (1989) Molluscan egg masses. In: S. A. Shepherd & I. M. Thomas Marine Invertebrates of South Australia Part II. On p 858 is a description of *Thais orbita*. Fig 15.7e & Plate 62.2 show egg capsules.

Woods Hole Oceanographic Institution (1952) Marine Fouling & its Prevention. Table 6 on p170 shows *Clytia* as a fouler of several structures.

## More About The (Scattered) Wreck Of The *Kona* by Steve Reynolds

The many parts of the wreck of the *Kona* may be spread over a larger area in South Australia than has previously been suggested.

In my article titled "The Wreck Of The *Kona*", which was published in our January 2005 newsletter (No.317), I said that there was some confusion regarding the location of the wreck. My article went on to say that, according to "A Cruising Guide to Historic Gulf Ports – Vol.2" by Graham Scarce, her wreckage was distributed over a large area.

The schooner *Kona* was wrecked at the Scraper Shoal\* in Backstairs Passage, near Cape St Albans, on Kangaroo Island on Saturday 3<sup>rd</sup> February 1917.

\* (Also referred to as 'The Scraper(s)', the Scraper Shoal is no more than a shifting sandbar.)



**Scraper Shoal**  
(Courtesy of the Edithburgh Museum)

A lighthouse had been constructed at Cape St Albans in 1908 to warn of the Scraper Shoal. It was one of the first unattended lighthouses to be built in SA. It displayed a fixed white light with a red sector at first. A keeper from Cape Willoughby was responsible for looking after it. Responsibility for it was later passed to a resident of Antechamber Bay. The light was converted from a fixed light to flashing one in 1914 with the upgrade to acetylene gas. The system was developed by Nobel prize winner, Gustav Dalén of Sweden and was subsequently adopted by lighthouse authorities worldwide. The South Australian Marine Board pioneered the use of acetylene gas for automatic unwatched lights in

Australia. (Photos of the Cape St Albans light can be seen at both

<http://www.lighthouse.net.au/lights/SA/Cape%20St%20Albans/Cape%20St%20Albans.htm> and <http://www.lighthouse.net.au/lights/SA/Cape%20St%20Albans/cape%20st%20albins.htm#History>.)

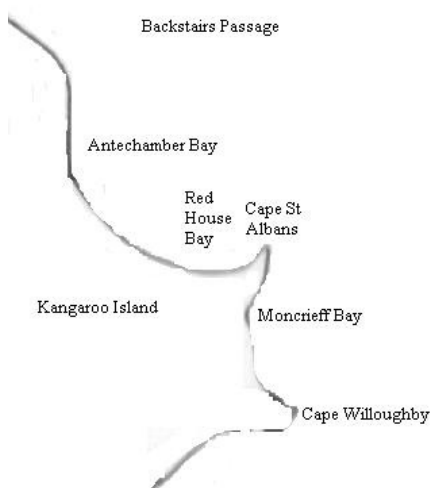
Here is a picture of Cape St Albans as viewed from nearby Cape Willoughby: -



**Cape St Albans viewed from Cape Willoughby**  
(Photo taken by Noeleen Reynolds, annotated by Steve Reynolds)

Cape St Albans is in Backstairs Passage near Cape Willoughby. The cape separates Red House Bay from Moncrieff Bay\*. These two bays are east of Antechamber Bay.

\* (Cape St Albans was named after St Albans in Hertfordshire, England. It was named by Captain Thomas Lipson, RN, SA's first Harbourmaster, who named the cape in March 1850. Moncrieff Bay was named after AB Moncrieff, CMG, who was a Railways Commissioner. Antechamber Bay was named 'the Ante-chamber' by Matthew Flinders when he was seeking an anchorage there in 1802. Flinders also named Cape Willoughby, after a parish in Lincolnshire, England, and Backstairs Passage, which he said, "forms a private entrance (to the two gulfs)".)



**Map showing Antechamber Bay & Red House Bay separated from Moncrieff Bay by Cape St Albans (drawn by Steve Reynolds)**

According to "A Cruising Guide to Historic Gulf Ports – Vol.2" by Graham Scarce, "Cape St Albans is a prominent tongue of land that extends in a north-westerly direction from the eastern end of the Dudley Peninsula. At the extreme end of the cape the terrain rises very steeply to 39m from the turbulent waters. It then continues to rise slowly along a ridge to 90m a further half-mile inland. At this point is the Cape St Albans Lighthouse".

But getting back to the wreck of the *Kona* once more, the wreck is part of the Kangaroo Island Shipwreck Trail. The web page found at [http://www.environment.sa.gov.au/heritage/pdfs/intro\\_panel.pdf](http://www.environment.sa.gov.au/heritage/pdfs/intro_panel.pdf) says that there are a total of nine interpretive signs making up the Kangaroo Island Shipwreck Trail. There is an 'introductory panel' (sign) at both Kingscote and Penneshaw, and seven different 'story panels' (shipwreck signs), including one for the *Kona*, around the island.

Details regarding the 'story panel' (shipwreck sign) about the *Kona* itself may be found at [http://www.environment.sa.gov.au/heritage/pdfs/shipwreck\\_kona.pdf](http://www.environment.sa.gov.au/heritage/pdfs/shipwreck_kona.pdf).

According to a web page found at <http://www.bottomtimehawaii.com>, "Kona (the place) is located on the Southwest part of the (Big) Island (of Hawaii) and offers some incredible diving. Kona stands out for its recent lava formations with walls, archways, lava-tubes and abundant marine life".

'Kona' is also said to be the name for a fierce wind, which frequently blows across Hawaii.

The web page found at [http://www.environment.sa.gov.au/parks/cape\\_willoughby/ship.html#kona](http://www.environment.sa.gov.au/parks/cape_willoughby/ship.html#kona) says that, "The *Kona* was a 4-masted American schooner built at Alameda\*, California in 1901. The vessel was 55.81m long, 11.53m beam and 4.25m deep."

\*('Alameda', as per "Kangaroo Island Shipwrecks" by Gifford Chapman, is incorrect. It is actually 'Alameda', which is close to San Francisco.)

"On 3rd of February 1917, 73 days after leaving San Francisco, a record low tide forced the *Kona* to strike the Scraper Shoal. The *Kona* was travelling at 18 knots, the impact threw a life raft into the air - it was smashed to pieces. At 1.15 pm the crew abandoned ship."

As mentioned above, the *Kona* was wrecked at the Scraper Shoal (near Cape St Albans on Kangaroo Island). There were some strong east

winds after the incident and it was thought that the wreck was blown north-westward from Backstairs Passage and that she was drifting backwards and forwards, with the tides, along the north coast of Investigator Strait.

The *Kona's* bow was later found drifting in Investigator Strait and towed to Sandy Point at Point Davenport and beached. The aft cabin washed ashore on rocks at Cape Spencer. It was reported in a telegram (to the Marine Department at Port Adelaide?) by the headkeeper of the Althorpes lighthouse. He later sent a second telegram reporting that he had sighted two pieces of wreckage, including one large piece, drifting ashore at Rhino Head.

*The Register* of the time (6<sup>th</sup> February 1917?) reported that the headkeeper of the Althorpes lighthouse had sent a telegram "to the effect that at 1pm that day the lightkeeper had sighted what he thought was a wreck about one and a half miles off Cape Spencer, and something on the deck seemed to be moving."

When the steamer *Aeon*\* arrived at Wallaroo at 6am on Tuesday 6<sup>th</sup> February, the ship's master reported that they had sighted a floating wreck 2 miles SW of Marion Bay, with two masts still standing. The wreck was "well afloat". They also passed miles of floating timber. He concluded that the wreck would beach at Marion Bay. The Wallaroo Port Superintendent notified the Marine Department at Port Adelaide. The authorities surmised that the wreck was the *Kona*.

\* (A 3768-ton steel steamer called *Aeon* was built in 1913 and she was withdrawn from service in 1955. There was also an earlier steamer by the same name, built in 1904.)

The master of a second vessel, which arrived at Wallaroo on Tuesday morning, 6<sup>th</sup> February, reported sighting the 'derelict' abreast of Port Moorowie.

The 648-gross ton steam ship *Wookata* passed some *Kona* wreckage on Tuesday afternoon. Her forecastle head was visible 10' above the water, apparently broken in two. The steamer's master, Captain C Neilson, sent a boat crew to the wreck to put two red lights on it as a warning to other ships. The *Wookata* then stopped the 909-gross ton steamer *Wandana*, bound for Spencer Gulf, to warn her commander, Captain Spells, to be on guard. The *Wookata* later called in at Edithburgh to report having passed *Kona* wreckage. The Edithburgh harbourmaster sent a telegram to Mr Arthur Searcy, the President of the Marine

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Board, on Tuesday night to report the sighting by the *Wookata*.

A newspaper of the time (*The Register*?) said that the *Wookata*\* arrived at Port Adelaide from the west coast on Tuesday night. It also said that, "Captain C Neilson on Wednesday morning reported to his agents, Messrs. A&E Le Messurier, that he had passed the major portion of the wrecked *Kona* on Tuesday afternoon in the fairway of vessels going to, or from, Spencer's Gulf."

\* (According to "Yorke Peninsula Shipping" by Ronald Parsons, Mackie & Thomson of Govan (on the Firth of Clyde, near Glasgow, Scotland) built the *Wookata* in 1909. The West Coast Shipping Company later acquired her. The shipping company merged with Coast Steamships Ltd in 1913. Coast Steamship Ltd then became a wholly owned subsidiary of Adelaide Steamship in 1915. In 1936, the *Wookata* was made into a barge and transferred to the Adelaide Steam Tug Company. The West Coast Shipping Company, Coast Steamship Ltd and Adelaide Steamship also owned the *Wandana* until she was sold in 1931.)

The following photo of the bow section of the *Kona* floating in Investigator Strait, was apparently taken by AG Rymill on a cruise in the yacht *Avocet*\* in 1917.

\* (*Avocet* was launched at Birkenhead around 1909.)



**Photo of the bow section of the *Kona* floating in Investigator Strait**

(Copied from the Rymill Collection (item 1.4.54), Royal SA Yacht Squadron, taken on a cruise in *Avocet* by AG Rymill\*, 1917 - courtesy of Gifford Chapman)

\* (According to the web page found at <http://www.squadron.asn.au/information/history/tsbeginnings.html>, AG Rymill was apparently the Commodore of the Royal SA Yacht Squadron in 1924 when the squadron

agreed to move its base from the Port River at Birkenhead to Outer Harbor.)



**The yacht *Avocet* at Outer Harbor in 1924**

(Source: <http://www.squadron.asn.au/information/history/tsouterharbor.html> )

Philip Hall annotated this map for my article "The Wreck Of The *Kona*" in our January 2005 newsletter: -



**Map annotated by Philip Hall**

As mentioned above, the *Kona* was wrecked at the Scraper Shoal on 3<sup>rd</sup> February 1917. Some sources, however, say that it occurred on 3<sup>rd</sup> January 1917. I have also seen the year given as 1916. Sources such as "A Cruising Guide to Historic Gulf Ports - Vol.2" by Graham Scarce and "Kangaroo Island Shipwrecks" by Gifford Chapman suggest that the date should be 3<sup>rd</sup> January 1917. This is an error, however, because despite the text in the 1981 reprint of "Kangaroo Island Shipwrecks" saying "3<sup>rd</sup> January", a photo caption says "3 February 1917". I dare to suggest that Graham Scarce used "Kangaroo Island Shipwrecks" as his source information. It also seems that the display at the Edithburgh Museum gives the date as 3<sup>rd</sup> January 1917 for

the same reason. This error has been carried forward in to the 2007 reprint of the book. The error only becomes clear when reading the extract from the logbook of the Cape Willoughby lighthouse\*. I was able to point the error out to Gifford Chapman when I met up with him in January 2009.

\* The Cape Willoughby Lighthouse logbook from the National Archives of Australia (NAA D26, 1917-1918) clearly gives the date as 3<sup>rd</sup> February 1917.

"Kangaroo Island Shipwrecks" says that the *Kona* was built at (Alameda) California in 1901 by "Messrs Hay & Wright" and gives her dimensions in feet. It also gives the name of her owners, Captain, 1<sup>st</sup> Mate and 2<sup>nd</sup> Mate (at the time of her demise). Her owner was said to be Hind, Rolph and Company\* of San Francisco.

\* (*The Register* of the time said that the owner was "the Hannerolf Company of San Francisco" but I can find no details of such a company.)

The web page found at <http://www.crwflags.com/fotw/flags/us~hfh.html#hind> says that the "house flag" for Hind, Rolph and Company of San Francisco is white with a blue border and with "HR&CO." (red) in the middle as shown below: -



Image by Ivan Sache

(Source: <http://www.crwflags.com/fotw/flags/us~hfh.html#hind> )

The web page found at <http://tallshipsofsanfrancisco.com/wsn/page8.html> says that James Rolph Jr. and George Hind formed a partnership in 1900 and engaged in the shipping and commission business. They were one of the first to field a fleet of west coast-built tall ships designed to bring sugar cane from Hawaii to the newly established California and Hawaii Sugar Company at the town of Crockett

near San Francisco. James Rolph Jr. later went on to become the Mayor of San Francisco for 19 years until he was elected Governor of California in 1930. As Governor of California, Rolph suffered a fatal heart attack in June 1934.

There is a photo of the *Kona* and one of her crew (photos 38 & 39), in the 1981 edition of "Kangaroo Island Shipwrecks". (These photos have been reproduced below, courtesy of Gifford Chapman.)



The *Kona* (courtesy of Gifford Chapman, provided by Mrs (FR or FK) Ayliffe)



The 11-man crew of the *Kona* (courtesy of Gifford Chapman, provided by Les Golder)

The above photo (taken at Penneshaw on Kangaroo Island) apparently features all of the *Kona's* eleven crew, along with a dog. (A newspaper of the time said that there was a crew of 13, but I can't find any evidence of this.) The suggested names of the eleven crew (with some alternative suggestions) and their countries of origin are as follows: -

Captain - Peter J Hansen (or Hanson\*) - from Denmark

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1<sup>st</sup> Mate - George Johnson (or Johnston)- from Norway

2<sup>nd</sup> Mate - John Thorland (or Thornland) - also from Norway

Cook - John Wilburn (or Whitburn) - from London, England\*\*

\* ("Kangaroo Island Shipwrecks" gives the surname for the Captain as 'Hanson' whereas *The Register* of the time (6<sup>th</sup> February 1917?) gives the surname as 'Hansen', the same name used at

[http://www.environment.sa.gov.au/heritage/pdfs/shipwreck\\_kona.pdf](http://www.environment.sa.gov.au/heritage/pdfs/shipwreck_kona.pdf).)

\*\* (The ship's cook, John Wilburn (or Whitburn), had apparently lived in Adelaide for some time in the 1880s, as a newspaper of the time stated that, "The cook, Mr Whitburn, was 30 years ago resident in Adelaide, and later was employed on a steamer engaged in the coastal trade.")

And the seven crewmen:

Anton Olsen (Denmark)

James Wilson (Scotland)

Michael Gaulter (America)

Harold Trovik (Norway)

Charles Eriksen (Finland)

Lars Santor (Norway)

Andreas Sampson, the cabin boy (or Steward), from the Philippines.

*The Register*\* of the time quoted Captain Hansen as saying that his crew was the finest he had ever sailed with. The paper also said that the Captain was well known in Port Adelaide because the *Kona* had visited the port previously in 1914. It also stated that the *Kona* was valued at £12,000 and that Captain Hansen had said that £2,000 had been spent overhauling and refitting her. It was, of course, to be her final voyage. She had apparently been sailing for 73 days before her demise, suggesting that she had set sail from San Francisco around 23<sup>rd</sup> November 1916.

\* (*The Register* was South Australia's oldest newspaper. It was the first newspaper actually printed in South Australia (as the *South Australian gazette and colonial register*). It came to be known *The Register*. It was completely taken over by *The Advertiser* in 1931, and thus ceased to be.)

Scarce's book says that the *Kona* was slightly longer than the 55.81m suggested at the web page found at

[http://www.environment.sa.gov.au/parks/cape\\_willoughby/ship.html#kona](http://www.environment.sa.gov.au/parks/cape_willoughby/ship.html#kona) . Scarce

suggests that the length was 56.6m. Scarce and Chapman both suggested a tonnage of 679 tons whereas *The Register* of the time suggested a tonnage of 642 tons.

Scarce said that the schooner "was threatened by a south-east gale on January (sic) 3, 1917" whilst she was "off the south coast of Kangaroo Island. The Captain elected to pass between Yatala Shoal and Kangaroo Island to reach the shelter of Eastern Cove. Running before the wind and registering 18 knots under full sail, the *Kona* ploughed onto the Scrapper. Huge seas immediately began breaking over the vessel and both lifeboats were smashed, however one was temporarily repaired with canvas, and the crew abandoned ship as the *Kona* broke up under their feet. There was nothing left within 30 minutes of striking the shoal, except wreckage which was dispersed as far away as Cape Spencer where the aft cabin washed ashore".

"Kangaroo Island Shipwrecks" goes into much more detail of the tragedy. The *Kona* had a deck cargo of timber that was tossed off of her when she was thrown on her beam-ends. The crew managed to escape the wreck in a holed lifeboat, which they had repaired with a canvas. They landed at Antechamber Bay with the lifeboat half full of water. The ribs of the *Kona* went ashore on the north end of Antechamber Bay.



**The remains of the *Kona* at Antechamber Bay in 1995**

**(Taken by Gifford Chapman)**

The deck cargo of timber onboard the *Kona* was (part of?) some 850,000 super feet\* of sawn Californian redwood and sugar pine for Messrs A&E Le Messurier, the agents of the vessel.

\* (A super foot (or superfoot) is a (superficial) section of timber one-foot square and one inch thick, 12" x 12" x 1").

According to *The Register* of the time, the cargo was valued at about £10,000 in San Francisco “but landed here it would have been worth probably four times that amount. It was all picked timber, and it was of an exceptionally valuable character”. Most of the timber was to be consigned to Messrs Cowell Brothers and Walter & Morris Ltd. Miles of floating timber had been seen near Marion Bay and several tons of timber was found strewn along the beaches and cliffs from Yorke Point for a distance of 5 miles, and along Marion Bay.

The display at the Edithburgh Museum says that, “Much of the timber cargo was recovered by the Permasite Company\* of Stenhouse Bay, who had obtained the salvage rights.”

\* (The Permasite Company built the Stenhouse Bay jetty in 1913 to facilitate the shipment of gypsum from its workings at nearby Inneston Lake, Cape Sencer.)

According to Graham Scarce, the *Kona*'s bow later turned up at Mozzie Flats, near Port Moorowie. This has led to some sources saying that she was wrecked at Port Moorowie. Scarce said that, “The foreward (sic) section (of the *Kona*) was found drifting in Investigator Strait and towed to Sandy Point at Point Davenport and beached.

(Sandy Point at Point Davenport is about 9nm SW of Port Moorowie. Port Moorowie itself is on the shore of McLeod Harbour in Waterloo Bay.)

This and other pieces of the wreck\* were used to construct the “Kona Hut”, a weekend residence on the shores of Foul Bay”.

\* (The ‘other pieces of the wreck’ must be the aft cabin, which, as already mentioned above, Scarce says washed ashore at Cape Spencer. Cape Spencer is located at the southern-most point of Yorke Peninsula.)

A new edition of “Kangaroo Island Shipwrecks” was published in 2007. This new edition does not feature the earlier photo of the *Kona*. It features the following photo of the similar vessel *Annie M Campbell* instead: -



**Photo of the *Annie M Campbell*, a similar ship to the *Kona* (Courtesy of Gifford Chapman)**

(The 565-ton *Annie M Campbell* was built by the Hall Bros\* at Port Blakeley, Washington in 1897.

\* Details regarding the Hall brothers are available at

[http://books.google.com.au/books?id=EGtLZDxWnuEC&pg=PA72&lpg=PA72&dq=%22Annie+M+Campbell%22%2B%22SCHOOONER%22&source=web&ots=zXOGvVzOgx&sig=4ioCKEvbKKOCihwUUBRRsE4bbY&hl=en&sa=X&oi=book\\_result&resnum=1&ct=result#PPP1,M1](http://books.google.com.au/books?id=EGtLZDxWnuEC&pg=PA72&lpg=PA72&dq=%22Annie+M+Campbell%22%2B%22SCHOOONER%22&source=web&ots=zXOGvVzOgx&sig=4ioCKEvbKKOCihwUUBRRsE4bbY&hl=en&sa=X&oi=book_result&resnum=1&ct=result#PPP1,M1).

The *Annie M Campbell* was registered in San Francisco. According to the web page found at [http://www.cimorelli.com/cgi-bin/magellanscripts/ship\\_dates\\_volume.asp?ShipName=Ann](http://www.cimorelli.com/cgi-bin/magellanscripts/ship_dates_volume.asp?ShipName=Ann), the *Annie M. Campbell* was

renamed (either *Antila* or *Anatila*) in 1926 when “she went under Chilean registry” and “Sailing from Tacoma in May for Tocopilla, Chile, she put in at Talohae, Marquesas Is., waterlogged, in August. After swinging idly at anchor for two months, she was blown ashore and broke up”.)

The new edition of “Kangaroo Island Shipwrecks” also features the following photo of the bow section of the *Kona* on a beach near Troubridge Hill. Gwen Cook from Port Vincent took it in 1917.



**Photo of the bow section of the *Kona* on a beach near Troubridge Hill (Taken in 1917 by Gwen Cook from Port Vincent - Courtesy of Gifford Chapman)**

Several people are seen standing on the wreckage, which it seems became part of the ‘Kona Hut’, a weekend residence on the shores of Foul Bay.

Steve Bannon contacted me through the Marine

Life Society of South Australia in 2008, saying that he had found part of a shipwreck in the sand dunes of the Coorong\* in the early 1990s.

\* (The name "Coorong" is derived from "Kurangh", the aboriginal name for the area.) According to Steve, the wreck was about 100 metres above the high water line and over the first row of dunes. Steve said that there is still a lot of the wreck intact and a good portion is under the sand. This area is remote and can be accessed by boat from the mainland to the Peninsula, or by 4-wheel drive from the bottom of the Coorong lake. The bolts in the wreck were made in the galvanized way and they were hammered-ended (no nuts?). A Scottish shipwright told Steve that this was a common method until the late 1800s. Steve showed the location of the wreck to some government officers who told him that the ship was part of the *Kona*.

"I contacted the (government authorities) and emailed them a photo. From a photo they had, they said that it looked like one that they had of the *Kona*. However, they did not know the location of my bit of wreck and were interested to see it. Arrangements were made for my mate and I to meet some government officers at Meningie and we had 2 days in the dunes", Steve said.

I contacted David Nutley, Principal Maritime Heritage Officer for the Heritage Branch of the Department for Environment and Heritage and asked him if he could nominate someone from his department to take on this case.

David's response was that a search for shipwrecks in the dunes would not actually require an archaeologist. He later went on to say, "A survey was conducted of a site that Steve Bannon took officers from this Department to inspect in 1993. The Principal Maritime Archaeologist at that time, Bill Jeffery, and others who were familiar with 19<sup>th</sup> century and early 20<sup>th</sup> century ship construction (and also with the *Kona*), identified it as being consistent with what is known and observed of the *Kona*. The *Kona* was wrecked on Kangaroo Island in 1917 but shortly after broke up and various sections eventually came ashore or were towed ashore (hence the Yorke Peninsula site). However there also appear to be accounts of substantial sections coming ashore elsewhere. The vessel broke up with cedar timbers still attached to its decks so floated far and wide. There are shipwrecks lost along many parts of the SA coast of course and

often the archival record for the location of many of these is very imprecise - so some of them could be almost anywhere - but no suggestions that point to the Coorong sand dunes. If ships were wrecked along sand coasts, storms and shifting shorelines can mean that they 'move' inland or are buried quite deeply in sand - sometimes even within a few decades."

David later went on to say, "The archaeological findings were made on the basis of: -

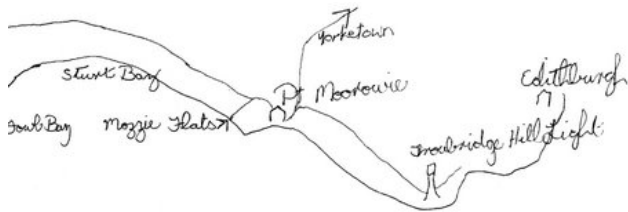
- Examination of archival records
- Analysis of the remains inspected on the day
- Subsequent analysis of photographs taken during the inspection by another specialist, Bob Sexton, who has an extraordinary knowledge of naval architecture and who confirmed that the remains were typical of a late 19<sup>th</sup> to early 20<sup>th</sup> century vessel
- The archaeologists' knowledge of the *Kona* from archival records

I should emphasise though that the identification was not a categorical claim about the identity of the remains but that, on the basis of observations and archival evidence, the site is consistent with that of the *Kona*. It could, of course, conceivably be another vessel of a similar age but no records have been found that would suggest another shipwreck that would fit the age and nature of the remains in the Coorong sand dunes. There was certainly nothing found that would suggest a vessel that would substantially pre-date or post-date the *Kona*."



Photo of  
Gifford  
and Bev  
Chapman  
(Taken by  
Steve  
Reynolds)

I told Gifford Chapman that I was seeking information about the *Kona* and, more specifically, the 'Kona Hut'. He sent me his "*Kona* file" which contained many photographs and paper cuttings. It also included the following maps drawn up by a Leith Eichner to pinpoint the remains of the 'Kona Hut' (The map was drawn in two parts, which I have separated): -



**The coastline around Port Moorowie, Yorke Peninsula**  
(Drawn by Leith Eichner – courtesy of Gifford Chapman)



**The beach at Mozzie Flats, Yorke Peninsula**  
(Drawn by Leith Eichner – courtesy of Gifford Chapman)

After making contact with Leith Eichner regarding his maps, I decided to contact David Nutley, Principal Maritime Heritage Officer for the Heritage Branch of the Department for Environment and Heritage, once more to tell him that remnants of *Kona* wreckage may be found on the beach at Mozzie Flats, near Port Moorowie. I told him that Leith Eichner, a tour guide at Cape Borda lighthouse, knows the location on the beach at Mozzie Flats and he says that a yardarm from the *Kona* remains on the old farm now owned by a Robert Schmidt. I asked David if there was any chance that someone could follow this matter up. I also gave him Leith's contact details.

David's response was that the wreck site

mentioned was the one that was investigated by Heritage Branch archaeologists in the early 1990s. He also said that the hay shed where the yardarm was has since burnt down and that Leith had moved the yardarm but has no idea what became of it afterwards.

To summarize the above details, wreckage of the *Kona* ended up at the northern end of Antechamber Bay, in the Coorong sand dunes, at Cape Spencer, on the beach at Mozzie Flats and somewhere on the old farm now owned by a Robert Schmidt.

A photo of the *Kona* in the Hoquiam River, Washington, at the Hoquiam Lumber and Shingle Mill can be viewed at

[http://content.lib.washington.edu/cdm4/item\\_viewer.php?CISOROOT=/transportation&CISOPTR=486&CISOBOX=1&REC=4](http://content.lib.washington.edu/cdm4/item_viewer.php?CISOROOT=/transportation&CISOPTR=486&CISOBOX=1&REC=4).

According to the 2007 edition of "Kangaroo Island Shipwrecks", the *Kona* "struck the Scraper Shoal at 11.30am\* while sailing at 18 knots. A tremendous sea was running at the time. The first sea struck the ship and sent one of its lifeboats 20 feet into the air, smashing it to matchwood. As the huge waves broke over the ship the deck cargo began to move and a floating piece of timber holed the remaining lifeboat. Seeing there was no time to be lost, the captain and the mate rushed below and procured a piece of canvas, hammer and nails, and despite the tons of water which were pouring on board they managed to patch the hole in the lifeboat. Captain Hanson had one of the anchors let go, and this caused the schooner to swing around. Taking advantage of the slight relief thus afforded from the fury of the waves, the crew, at 1.15pm, launched the boat, jumped in her, pushed off, and left the *Kona* to her fate. When their boat was a comparatively short distance from the ship the remaining masts fell, and in a few minutes the boiling surf was littered with timber, sail gear, and all sorts of wreckage. They were only just in time, as within five minutes the deck was forced upwards and the stern of the ship broke away in one piece. . . . A few minutes after leaving the ship, she was thrown on her beam-ends, and threw off all her deck cargo of timber. At that time the crew was pulling into Antechamber Bay, where they landed with the lifeboat half full of water, and possessing only the clothing they stood up in."

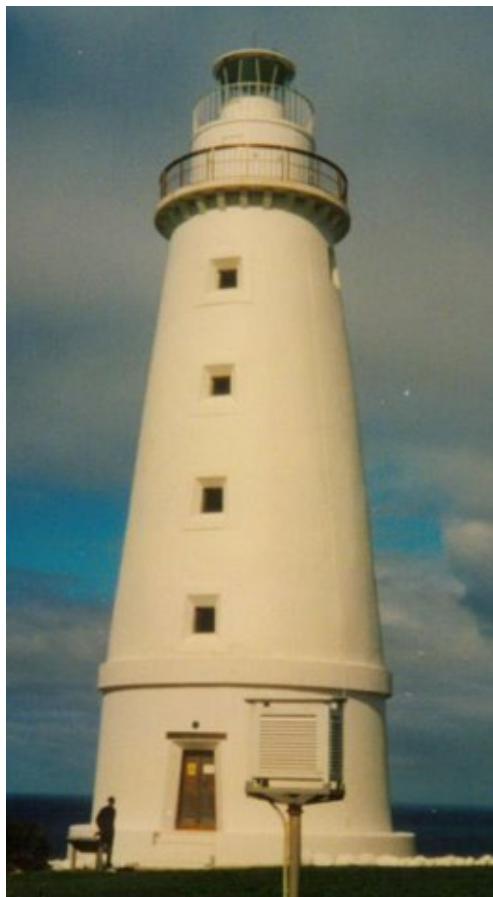
\* (Previously said to have been at 11.15am.)

And what became of the *Kona*'s crew after they

landed at Antechamber? The 3886-gross ton steamer *Dimboola*\* was en route to Melbourne at the time. She turned back into Antechamber Bay to offer aid to the *Kona*'s crew but they were safe by that time and she was not required to assist.

\* (The Dimboola was built by Swan, Hunter & Wigham Richardson at Newcastle-on-Tyne in 1912. She was scrapped as the *Empire Longford* in 1953.)

Two men on Kangaroo Island witnessed the *Kona* striking the Scraper Shoal at 11.30am. Mr AD (Andy) Frank, the headkeeper at the Cape Willoughby lighthouse\* had noticed the ship and arranged for a danger signal to be hoisted as a warning to her. He saw that she was still heading for the outer end of the scraper and watched as "she struck about one third in from the outer end of (the) reef. She hung on her heel, which fortunately kept her stern to the seas. . . She struck on SW or land side of line of breakers."



**Photo of  
the Cape  
Willoughby  
lighthouse  
(Taken by  
Noleeen  
Reynolds)**

\* (According to the web page found at [http://www.kiodysseys.com.au/content.asp?document\\_id=26427](http://www.kiodysseys.com.au/content.asp?document_id=26427), the Cape Willoughby lighthouse was the first one to be built in South Australia in 1852. It was put in place to mark the dangerous waters of the Backstairs Passage. It was originally named the Sturt Light (after Capt.

Charles Sturt). The tower was constructed from locally quarried granite and limestone slurry.)

Mr Frank sent his daughter on horseback to Mr Robert Clark's life saving station 6 miles away. She took just 20 minutes for the journey. Robert Clark was the lifesaving master of the rocket station at Antechamber Bay.

Mr Clark apparently saw that the *Kona* had struck the Scraper Shoal anyway and he soon assembled the five-man lifesaving rocket crew together for the horse ride to the spot and ready to send out a line. They were just about to send out a line when they observed the *Kona*'s crew launch their lifeboat and safely negotiate the breakers. They sent a signal to the men about where to land. Meanwhile, Mr Frank had telephoned Penneshaw and five men soon arrived in a buggy to assist.

It seems that Mr Frank sent a telegram to a Captain Henry at 12.30pm, advising him that the *Kona* was ashore on the Scrapers. When Mr Arthur Searcy, President of the Marine Board, received a report about the incident, he telephoned Mr G Staples of the Port Adelaide Lifesaving crew, saying that he wanted them to prepare their apparatus. He arranged for a tug to take the lifesaving crew to Kangaroo Island. He also ordered a lifeboat to be sent from Victor Harbor. He also transmitted a message to Robert Clark of the rocket station crew at Antechamber Bay (who were said to have immediately (gone) out in a boat).

Mr Frank sent a second telegram at 1.15pm advising that the (13?) men had left the ship and were inside the breakers. Although the Port Adelaide Lifesaving crew had soon had their apparatus on the tug, word came through that the *Kona*'s crew were safe and it was unnecessary to despatch crews from Port Adelaide and Victor Harbor.

A newspaper of the time (*The Register*?) said that, "later in the afternoon the shipwrecked men landed at the jetty."

(According to "The Jetties of South Australia - Past and Present" by Neville Collins, there have previously been two old small jetties built in Chapman River at Antechamber Bay. The river "runs into Antechamber Bay (and) prior to 1930, the river ran parallel to the beach for a great distance before it went out to sea. With heavy rainfall the course of the river changed and the small jetty locations are now no longer visible." The book says that building proceeded on a new jetty during 1922/23 and was

completed in November 1923.)

Mr Arthur Searcy, President of the Marine Board, apparently decided at some stage that the wreck of the *Kona* was likely to be a menace to ships that passed in the night. He issued a notice to mariners intimating that the *Kona* was drifting in the vicinity of Backstairs Passage and was drifting past Cape St Albans\* towards Gulf St Vincent. He cautioned shipmasters to keep a careful watch when navigating in that locality.

*The Register* of the time stated that Mr (John) Darby, Secretary of the Marine Board stated on Sunday 4<sup>th</sup> February that the tug *Eagle* had left Port Adelaide at 3am that morning to search for the wreck for possible salvage. Both Captain Poynter and Captain Patrick Weir, Port Adelaide's harbourmaster, were on the tug.



**Captain Patrick Weir, Port Adelaide's  
harbourmaster**  
(Source: Kangaroo Island National Trust,  
courtesy of Gifford Chapman)

The *Eagle* passed wreckage in Backstairs Passage and found wreckage ashore at the northern end of Antechamber Bay, so the tug returned to Port Adelaide (apparently without Captain Poynter for some reason).

Mr Darby had also communicated with Mr GH Prosser, the American Consul, on Sunday morning, concerning the *Kona's* crew and arranged for the (13?) men to be brought to Port Adelaide from Hog Bay (Penneshaw) in the 527-gross ton steam ship *Karatta* (built in 1907 and owned by Coast Steamships Ltd.).

Mr Robert Clark is said to have taken the *Kona's* crew home to his house at Antechamber Bay on Saturday night and given them all dry clothes, food and a place to sleep. *The Register* of the time, however, says that, "The members of the crew were treated most hospitably by the residents of Antechamber Bay, who dried their clothes, provided them with hot meals, and did everything in their power to make them comfortable."

*The Register* also says that, "On Monday they were driven to Hog Bay (Penneshaw), where the residents (ladies?) generously took up a collection for them, and before he left for Port Adelaide by the *Karatta* in the afternoon, the captain was presented with a sum of money, which he feelingly acknowledged."

A large crowd gathered on McLaren Wharf at Port Adelaide to greet the arrival of the *Kona's* crew on board the *Karatta*\*. A detective was also there to interview the crew before they could leave the steamer. All of the crew except the Captain were escorted to the Prince Alfred Sailors' Home where they were given a meal and made comfortable until arrangements were made for their future welfare. Captain Peter J Hansen had been in Port Adelaide some three years earlier and he knew some of the locals. He had local friends such as Mr Smith the licensee of the Britannia Hotel who was pleased that no one had been killed or seriously hurt.

\* (The *Karatta* was broken up in November 1961.)

After finding some details on the web page found at

<http://tallshipsofsanfrancisco.com/wsn/page8.html>, I made contact with Steve Priske in

America and asked him for any information about the *Kona*. Steve said that he had been researching the history of a little known fleet of tall ships called the Sugar Ships, a tremendous fleet of "blue water" tall ships built to carry West Coast lumber to Australia, Australian coal to Hawaii and, finally, Hawaii raw sugar to California.

"I am very sure your ship, the *Kona*, was one of the Sugar Ships from the Hind Rolph fleet. There

were about 15 to 25 ships in this fleet - most all being built from 1895 to 1905 (not long for so many ships). All ship in the fleet fell into one of two configurations – four-masted Schooner (of about 180 feet long stem to stern) or four-masted Barkentine (of about 220 feet long stem to stern). So far I have unearthed 11 names of the ships in the fleet, *Kona*, not being one of them, but she fits the HR corporate profile (built in the years mentioned and named after town in Hawaii).

“Beginning in 1895, Hind and Rolph had more than 21 four-masted ships (barkentines and schooners) built for their fleet of "snow white" tall ships. Most were given local Hawaiian names. This fleet brought tons of raw sugar from Hawaii to the town of Crockett, near San Francisco, that helped establish C&H Sugar.

“The Hind, Rolph & Company was officially formed in 1900. George Hind and James Rolph Jr. would operate a large fleet of exquisite looking tall ships, all built at various west coast shipyards and all registered at San Francisco. The major trade barrier to Hawaii's closest and major market - San Francisco - for its raw sugar was eliminated by the 1876 Treaty of Reciprocity between the United States and the Kingdom of Hawaii. Through the treaty, the U.S. received a coaling station at Pearl Harbor and Hawaii's sugar planters, duty-free entry into U.S. markets for their sugar. This market was solidified with the U.S. annexation of Hawaii in 1898 after the Spanish-American War. Starting with the twin schooners, *Muriel* c.1895 and *Honoipu* c.1898, Hind, Rolph & Co. would be one of the first shippers to regularly supply coal to Hawaii in exchange for cargoes of sugar, which were brought to California.

“I have been successful, when contacting the National Archives in San Bruno, California, in getting ships logs . . . sent to me! Super interesting reading, as no page in a logbook is good news! Also now know the exact routes of the H.R. Sugar ships, which included Pacific Northwest (Portland et al) for lumber, Sydney or South Is. NZ (drop off lumber pick up coal), then onto one of the Hawaiian Islands (often the one the ship was named after) exchanging the coal for raw sugar, then onto San Francisco and the C&H sugar refinery at Crockett. Please, if you find any history, photos or info on the *Kona*, forward it on and I will add it to my two pages of Sugar Ship history on my web site:

<http://tallshipsofsanfrancisco.com/wsn/>

[page7.html](#)

<http://tallshipsofsanfrancisco.com/wsn/page8.html>”

I sent a copy of my draft for this article to Steve, along with the numerous photographs.

A name at the end of a YouTube video re the *Puako* caught my eye. It was the name of John Hansen. I told Steve that a Peter J Hansen was Captain of the *Kona* in 1914 & 1917 and asked him if there was a connection.

Steve's reply was, “Yes, Captain Hansen was one of the Hind Rolph commanders used on several of the ships”. He suggested that I contact the National Archives for San Bruno, as they may find ships logs and sales records, etc.. for me. He told me that he would check the photocopies of the many logs books of the ships that he had so far researched to see if Capt. Hansen was commanding any of them.

In the meantime, I sent an email off to the National Archives for San Bruno to enquire about the logbook for the *Kona*. The reply came from Joe Sanchez, the Archives Technician for: -

NARA - Pacific Region (NRHA-S) Archival Records Operations Unit (NRHA-S) of the National Archives and Records Administration - Pacific Region (San Francisco).

Joe had located, amongst other things, a one-page wreck report for the *Kona*. He said that it “indicates that she stranded on Scrapper Shoal on the northeast coast of Kangaroo Island, South Australia on February 3, 1917. The ship had a crew of eleven (none were lost) including her master Peter J. HANSEN. The estimated value of the vessel was "about \$40,000.00" and the estimated value of the cargo ("principally redwood lumber" weighing 1,250 tons) was \$33,600.00. The cargo was insured for 7,593 (?)”

Believe it or not, I have not related all of the details available relating to the *Kona*. Much of it has had to be ignored or overlooked in order to keep the size of this article down, including some background information on lighthouses. More information will, however, still be forthcoming.

My thanks go to Steve Bannon, Gifford Chapman, Steve Priske and David Nutley for their assistance.

# Some Background Information On Lighthouses

## by Steve Reynolds

Some of the details which had to be ignored or overlooked from my article titled “More About The (Scattered) Wreck Of The *Kona*” in order to keep the size of the article down were about lighthouses. For example: -

According to the web page found at <http://www.lighthouse.net.au/lights/SA/Cape%20St%20Albans/Cape%20St%20Albans.htm>, the Cape St Albans light was one of a group of nine unattended automatic lights built in South Australia during the transition period where responsibility for coastal (sic) was transferred from states to the Commonwealth Lighthouse Service.

The web page features a photo taken by Marguerite Stephen, of the Cape St Albans Lighthouse with the Cape Willoughby Lighthouse in the distance.



**The Cape St Albans Lighthouse with Cape Willoughby Lighthouse in the distance**  
*Photograph: Marguerite Stephen*

The web page at <http://www.lighthouse.net.au/lights/SA/Cape%20St%20Albans/cape%20st%20alban.htm#History> details the history of the lighthouse. It also features some more photos of it, again taken by Marguerite Stephen. There is also an aerial view of the Lighthouse taken by Winsome Bonham.)



**Cape St Albans Lighthouse**  
*Photograph: Marguerite Stephen*



**Cape St Albans Lighthouse**  
*Photograph: Marguerite Stephen*



**Aerial view of the Cape St Albans Lighthouse**  
*Photograph: Winsome Bonham*

The web page at [http://www.kiodysseys.com.au/content.asp?document\\_id=26427](http://www.kiodysseys.com.au/content.asp?document_id=26427) says that the Cape St Albans lighthouse constructed in 1908 was one of the first unattended lighthouses to be built in SA. “At first it displayed a fixed white light with a red sector to warn of the Scraper Shoal. A keeper from Cape Willoughby was tasked to look after it, and then responsibility was passed to a resident of Antechamber Bay. In 1914, the light was converted to flashing with the upgrade to acetylene gas. This use of acetylene gas for automatic unwatched lights in Australia was pioneered by the South Australian Marine Board. The system was developed by Nobel prize winner, Gustav Dalén of Sweden, between 1900 -1910 and was subsequently

adopted by lighthouse authorities worldwide. 1976 was the year mains power was connected.” The Cape St Albans lighthouse has been referred to as an AGA light. AGA seems to refer to the Swedish company AB Gasaccumulator, although according to the web page found at [http://en.wikipedia.org/wiki/Gustav\\_Dahl%C3%A9n](http://en.wikipedia.org/wiki/Gustav_Dahl%C3%A9n) , Nils Gustaf Dalén was the founder of the AGA AB company and he invented Agamassan (Aga), a substrate used to absorb acetylene gas, allowing safe storage (and hence commercial exploitation). Nils Gustaf Dalén became Chief Engineer at the Gas Accumulator Company (a manufacturer & distributor of acetylene. The book “West of the Peesey” by the Warooka Historical Committee (1976) says that in the early days “As SA was still a colony, control of (shipping aids and lights) was originally in the hands of Trinity House in London, later the State Marine Board, and it was not until 1917\* that the Commonwealth Department of Shipping and Transport took over”.

\* (The year of the *Kona*’s demise.)

According to the web page found at [http://www.naa.gov.au/naaresources/publications/research\\_guides/guides/perth/pages/chapter19.htm](http://www.naa.gov.au/naaresources/publications/research_guides/guides/perth/pages/chapter19.htm), however, “Until 1 July 1915, the administration and maintenance of lighthouses (in WA) was a State responsibility. In 1913, however, the Lighthouse Branch was established within the Department of Trade and Customs to oversee this function, and two years later the transfer of responsibility to the Commonwealth became a reality.”

I do know that a memo dated 7<sup>th</sup> February 1917 (re the *Kona*) in the Cape Willoughby lighthouse’s logbook indicated that the lighthouse was under the Commonwealth of Australia’s Lighthouse Service that was part of the Department of Trade and Customs. This seems to, more or less, match the above details for WA.

According to the web page found at [http://www.naa.gov.au/naaresources/publications/research\\_guides/pdf/melbourne\\_guide.pdf](http://www.naa.gov.au/naaresources/publications/research_guides/pdf/melbourne_guide.pdf) , however, “Section 51(i) of the Constitution empowers the Commonwealth to legislate on shipping and navigation. In 1913, the Navigation Act was passed. This Act provided for Commonwealth control of ships engaged in trade and commerce and their crews, passengers and cargo. However, the Navigation Act did not come into effect until 1921. Until then, control of shipping largely

remained with the states. By 1920, the Navigation Branch of the Department of Trade and Customs had been established to administer sea transport. In 1927, the Navigation Branch was amalgamated with the Lighthouse Branch to form the Marine Branch. The functions of the Marine Branch included maintenance and control of lighthouses, shipping routes, licensing and survey of ships, and the arranging of Courts of Marine Inquiry. In addition, the Marine Branch controlled the Mercantile Marine Office, which was responsible for matters affecting masters and seamen, including examinations for certificates of competency, engagement and discharge of seamen, welfare of seamen and manning of ships. In 1930, the Marine Branch was transferred from the Department of Trade and Customs to the Department of Transport before passing to a succession of departments including: Commerce, Supply and Shipping, Shipping and Fuel, Fuel, Shipping and Transport and Shipping and Transport. In 1954, the Marine Branch ceased to exist as an agency although it remained a structural unit of the Department of Shipping and Transport until it was replaced by the Marine Services Division in 1961.”

So there you have it in a nutshell!



**The Cape St Albans Lighthouse overlooking the Backstairs Passage towards the mainland**  
*Photograph: Marguerite Stephen*

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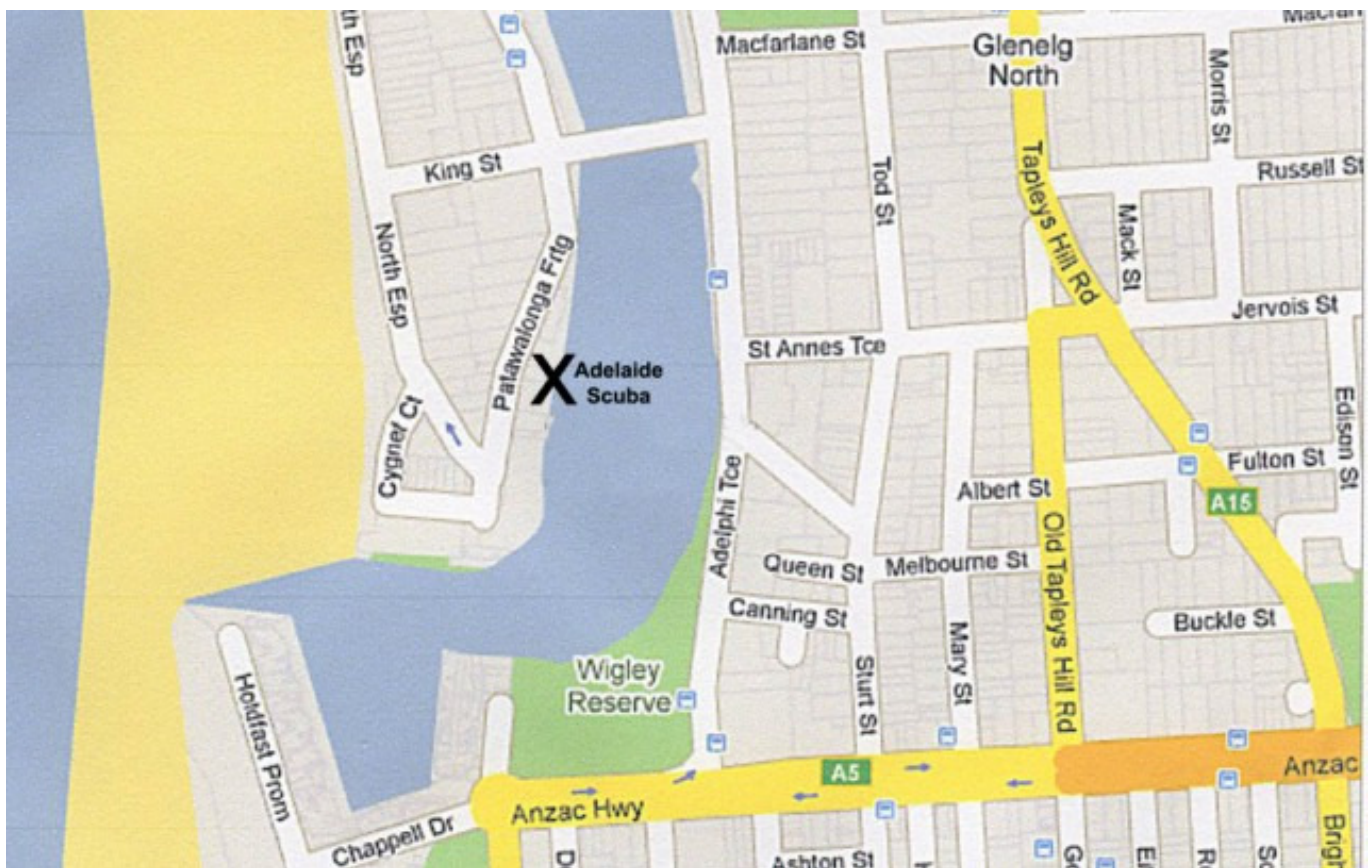
General Meetings of the Society are held on the 3rd Tuesday of each month (except December and January) at 8.00 pm sharp.

We meet at the upstairs meeting room of Glenelg Dive and Scuba on the Patawalonga Frontage at Glenelg. You should also view the front page of our website at

**[www.mlssa.asn.au](http://www.mlssa.asn.au)**

to find out about the guest speaker.

Alternatively you may wish to phone one of the Committee Members listed on Page 28.



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