

June 2000
No. 79

Quarterly Newsletter

 **The Australian Association for
Maritime
History**

Publisher of *The Great Circle*

Special: Its all happening (almost) in the Indian Ocean issue

Message from AAMH President

Greetings to all members.

Firstly, since the last newsletter you should all have received two numbers of *The Great Circle* (Volume 21, Numbers 1 and 2) - if you haven't please contact the Secretary Terry Arnott and we will forward these to you. Unfortunately we are still missing one edition from Volume 20. Our previous editor Dr Graydon Henning has just sent this to the printer, therefore you should receive it before the next Newsletter in September.

Secondly, *The Great Circle* now has a new editor - Associate Professor Ken McPherson at the Indian Ocean Centre of the Curtin University in Western Australia. Marissa Williams will be assisting Ken with *The Great Circle* and she can be contacted by email at williamm@spectrum.curtin.edu.au

Finally, AAMH has invited Professor Lewis (Skip) Fischer of Memorial University in St John's, Newfoundland to give the annual Vaughan Evans Memorial Lecture on Wednesday 29 November 2000 in Adelaide. Professor Fischer is a maritime historian of international repute and he has been on the editorial board of *The Great Circle* for many years. This date will coincide with the joint Australian Institute for Maritime Archaeology and Australasian Society for Historical Archaeology (AIMA/ASHA) conference being held in Adelaide. (see below) Professor Fischer will also be giving a paper at the joint AAMH/EHSANZ (Economic History Society of Australia and New Zealand) conference to be held in Wollongong in very early December. I would encourage AAMH members to get along to see and hear Professor Fischer at one of his two venues in Australia. Details of these and the lecture times will be in a future Newsletter. **Dr Mark Staniforth.**

**The Australian Association
for**

Maritime History

C/- The Archaeology Department

Flinders University

GPO Box 2100, Adelaide

South Australia 5001

Phone (08) 8201 5195 fax (08) 8201 3845

Mark.Staniforth@flinders.edu.au

**Send Newsletter contributions
direct to**

Dr Paul Weaver

23 Waddell Rd

Palmyra, Western Australia. 6157

pweaver@starwon.com.au

Next issue is due out in early

September

SA to host archaeology conference at end-of-year

A second joint conference between The Australian Institute for Maritime Archaeology (AIMA) and The Australasian Society for Historical Archaeology (ASHA) is to be held in Adelaide from 28 November to 2 December 2000. This conference will follow immediately after the National Archaeology Students Conference, from 25-27 November. The theme is archaeology, heritage and tourism and how should they overlap?

To encourage student participation, a range of budget accommodation and private billeting will be offered. Discount airfares can be arranged through Ansett. For further information contact Bill Jeffery, Heritage South Australia, Department for Environment, Heritage and Aboriginal Affairs. GPO Box 1047, Adelaide South Australia 5001. Email bjeffery@dehaa.sa.gov.au Phone 61 8 8204 9311 Fax 61 8 8204 9455

Australian shipwreck database

The Australian shipwreck database; an interim report by Jeremy Green and Tom Vosmer at the Department of Maritime Archaeology, Western Australian Maritime Museum can be read at, <http://www.mm.wa.gov.au/Museum/march/department/anhdb.html>

East Timor INTERFET awards

As a result of Australian led INTERFET activities in East Timor last year four men and one woman were invested by the Queen at Government House, Canberra on March 25, 2000. Amongst these was Able Seaman Clearance Diver Justin James Brown who was awarded a Commendation for Gallantry.

Brown was tasked with gathering beach intelligence for a proposed amphibious landing site on the Oecussi Enclave, West Timor. During the reconnaissance a number of shots and explosions were heard in the locality of the nearby township, while two vehicles proceeded along the beach conducting a search to seaward using high intensity lights. Despite the danger and possibility of compromising the reconnaissance, Able Seaman Brown chose to remain in place to provide support to the submerged diving team and complete his mission.

More than 9000 personnel served with the International Force East Timor (INTERFET) which ensured the stabilisation of East Timor. This is subsequently being consolidated by the United Nations Transitional Administration East Timor (UNTAET).

An additional 73 defence force personnel were also recognised with gallantry and distinguished service awards, plus three Meritorious Unit citations. A further 280 service and defence civilian men and women were to be awarded unit or individual commendations from the ADF for their INTERFET roles.

On May 9 the Federal Treasurer Mr Costello announced that the government would not proceed with a special taxation levee to pay for the East Timor operation.

Port Gregory traction engine - more info

John Clydesdale has written in with more information relating to the article "Engineering marvel found at Port Gregory" which was in the June 1999 newsletter. In it there was reference to one, and possibly three Bray steam traction engines arriving at the port in 1859. John says he has spent some 15 years researching and finally identifying the make of this traction engine. He says hand written documents in the WA archives and an official Colonial Government report clearly establish that there was only one sent to the Geraldine lead mine.

On the ship with it were two steam-powered mine pumping engines which form the basis of stories about three traction engines. John's claim is that the traction engine was the first "automobile" to operate on the continent, that is to say, the first self powered vehicle to carry people on an Australian road or track.

Among supporting documents is one by William Burgess, government customs official who wrote on 14 June 1859: "I have the honour to report...for the information of His Excellency the Governor, that the Brigantine *Dazzler*...has brought a traction engine, and two steam engines." In another letter to the Colonial Secretary he wrote that a Bray traction engine had arrived to assist in transport between the mine and the port. The *Perth Inquirer* (5/1/1859) carried similar information. John says the two masted wooden ship *Dazzler* was registered at 174 tons, so the three engines must have been quite a load. He is still searching for the traction engine's boiler. Two wheels, a drive axle and a water tank, all of cast iron have been found so far. John Clydesdale's address is 15 Fairway West, Yokine WA. 6060.

RAN head unveils memorial in Tasmania

In the company of 15 members of the HMAS *Canberra-Shropshire* Association on March 28, Prince Philip unveiled a plaque and planted a tree at the ANZAC Park in Tasmania. Britain provided HMS *Shropshire* as a replacement for HMAS *Canberra* when the latter was sunk in action during WW2. Prince Philip served as a midshipman on *Shropshire*, and is patron to the Association.

Hiroshima bombardier dies

US airman Thomas Wilson Ferebee died at Orlando, Florida on 16 March aged 81. Ferebee was the bombardier who along with 11 other crew and observers on the USAF bomber *Enola Gay* delivered an atomic bomb above the Japanese port of Hiroshima on 6 Aug 1945. The pilot was Paul Tibbets. The incident killed 70,000 Japanese, but Australian and other allied POWs enslaved in nearby coal mines and industrial projects say it saved their lives.

Duyfken replica en-route

The *Duyfken* replica departed Fremantle on 8 April for a voyage along the WA coastline to Indonesia, then a reenactment voyage through the archipelago to Cape York. From there it will move southwards along the east coast of Australia, calling in at ports on the way. A crowd of enthusiastic well wishers farewelled the vessel from Fremantle, and the usual bunch of amateur sailors followed in a flotilla, with some doing their best to block the view for shoreside spectators.

A purist ethos has underscored the construction and fitting out of the reportedly four million dollar project and originally *Duyfken* was launched without an auxiliary engine, but that philosophy had to change in response to modern maritime realities, and sensibly it now has the capacity to back off a reef or what ever other unforeseen emergency might arise. It will save a fortune in tender costs too. However, there is no freezer, and so the crew have been tucking into hearty bowls of lentils, beans and other sorts of vegan delicacies which can be concocted from dry foods.

Reportedly they have an excellent cook who is right into this sort of stuff, so it hopefully it

will not be too tough. But Alcohol will not be a daily

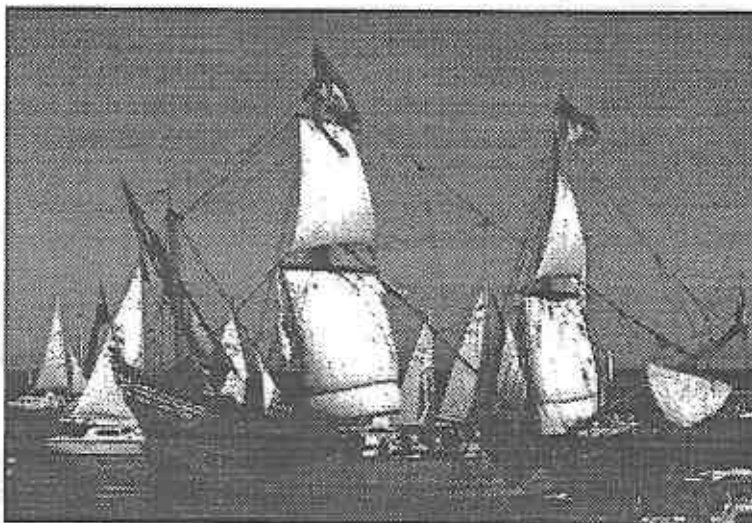
part of shipboard life for these sailors out of safety considerations. *Duyfken* has a paid crew of young people to con the ship through the adventure of a lifetime, amongst them one Greg O'Bryne (22) who first had a taste of salt water through many years with the 1st Fremantle Sea Scouts, which were mentioned in our last newsletter. Over the past few years Greg has crewed on STS *Leeuwtn*, the *Endeavour* replica and other sailing ships, plus he has been involved with yacht deliveries and small ferry operators in WA. This is mentioned in order to show how other young people can prepare themselves for sea employment on historical replicas. Be keen, get as much experience as possible, and don't hesitate to knock on doors.

Despite the preparedness of all on board, the vessel has already had a couple of close scrapes with the bottom, the first being on a savage lump of coral in the Abrolhos Islands. Furthermore the ship is apparently a bit of a sea pig in rough weather with even the hardest souls on board, including the skipper, feeling the sapping pangs of *mal de mer*. A series of weekly reports from a correspondent, appearing in WA's *Sunday Times* revealed that the uncomfortable conditions and personality clashes have generated a degree of unhappiness on board, but presumably this will quickly evaporate in the warmer (and calmer) Indonesian waters north of Australia, which is where *Duyfken* is now.

AAMH member Michael Young who has been part of the project from its outset recently contacted the editor and said he was anticipating shuttling back and forth in Indonesia preparing the way for *Duyfken*'s various stopovers there.

French maritime history in WA - wait, there's more - and it's sensational!

It looks like the history books will have to be rewritten if we are to go by the recent discoveries of French/Australian historian Philippe Godard.



Duyfken Departing Freo on 8 April

Photo: P.Weaver

For some time he has been working on unrecognised early French visits to Australia and readers may recall that he was recently associated with the discovery of the Saint-Alouarn artifacts left at Shark Bay.

Now he has turned up evidence which suggests there were at least two French voyages along the WA coast before Willem de Vlamingh, and that one group even landed at the un-named Swan River and then made a recommendation that a settlement be established. For anyone who has wallowed in the accounts of the de Vlamingh expedition for years, the news of an earlier French expedition is nothing short of sensational.

According to Philippe, at 3pm on 4 August 1687 Capt Duquesne Guitton in command of *Lolseau* noted he was in sight of Eendracht Land. The ship was conveying a French Ambassador Claude Ceberet to the Kingdom of Siam, where he was to establish an embassy.

Of Eendracht Land, Captain Guitton wrote that it looked very attractive, quite high, and fully covered with green, "in spite of the fact that we were in the middle of winter in this country." A map by Belini has a confirming mention of the Duquesne Guitton sighting.

According to the late Auguste Toussaint a famous historian and author of a monumental French work, *History of the Indian Ocean*, a nephew of Duquesne Guitton, one Nicolas Gedeon de Voutron also visited the western coast of Australia in the same year, but at the same latitude as Swan River on another ship. He was so enthused by the country that he sent a letter to the Minister of the Navy proposing to establish a settlement at the mouth of the river. Philippe Godard has found the original letter, but is still searching in the archives of the French Far East Company in Leaurèut France with the help of an associate, Charles Bouvier. They hope for a separate report by de Voutron about his landing. Incidentally the head office of this company also employed such famous Captains as de Durville and Marion du Fresne.

Now there is going to be a book about these things, so obviously not everything can be revealed here, but hopefully appetites have been whetted. If you like, an *entree* for more good things to come.

Tribute to great Australian boat builder

An interesting tribute by Trudy Harris appeared in *The Australian* (7 April 2000:3) to world famous NSW boat builder-designer Harold Halvorsen (89). Five generations of Halvorsens have been building boats, with original endeavours commencing in Norway in 1903. Harold arrived in Australia as a ship's cabin boy in 1924 to join his father. With a reputation for luxurious quality, the world's rich and famous beat a path to their boatyard, and today any boat with the Halvorsen name is a keenly sought after collectors' item.

During WW2 the Halvorsens built 237 patrol and torpedo recovery boats. Harold's favourite boat *Penelope*, was destroyed near Darwin during wartime RAN service. Another of the company's prodigious output, HMAS *Silver Cloud* was sunk by a Japanese submarine in Sydney Harbour in 1942, as was another, there in the service of the US Navy.

Sydney's Halvorsen Boat Club had a regatta for more than 100 boats including the rebuilt *Silver Cloud* on 9 April in recognition of Harold's 90th birthday. Aside from Sydney, members of the family are engaged in the boat building and design in Hong Kong and San Francisco. Still active, Harold Halvorsen is Chairman of Directors of Lars Halvorsen Sons, Pty. Ltd. at Bobbin Head.

Help requested

Mr Louis Duval is seeking information on the movement to South Africa of "Frank" Antonowitz. He believes that Antonowitz may have been associated with the suspected escape to South Africa of Maria Romanoff following the July 1918 assassination of the Czar and his family in Siberia. Mr Duval does not have any ship name, but hopes someone might be able to turn up a list somewhere. A documentary *In search of the Lost Princess* (1999) recently telecast on National Geographic's TV channel covered Mr Duval's earlier work on the subject. His address is 49 Bass Rd. Bullcreek, Western Australia. 6149. Fax/phone number is 08 9313 7232.

Mr Trevor Sutcliffe, 3 Gunce Road, City Beach, WA has been working on a history of the Fremantle Sailing Club, which he hopes to complete later this year. He would like to hear from anyone with photos, memorabilia or anecdotes. Phone/fax: 9385 8084. Email: seashell@wantree.com.au

Help offered

Mr Rick van Velden in Holland has written to say that he offers a professional historical research service for

scholars. For further information refer to his web site <http://www.The-Missing-Link.tmfweb.nl>

Howard government generates furore over Anzacs' museum

The Army Museum of WA has always enjoyed strong community support since its humble 1977 beginnings in an old Army building in East Perth. In 1995 it relocated to the Fremantle Artillery Barracks which are without doubt amongst the finest military buildings of their type in the world, having the highest heritage ratings by architects and the National Trust. Built during 1910 and 1913 around a central parade ground, the military use has been continuous ever since. The WA University Regiment is still in residence, and the installation of the museum six years ago has ensured a burgeoning public interest in what has become the second largest collection of historical material outside the Canberra War Memorial. Through the dedicated efforts of volunteers, the collection has continued to grow as families and individuals have entrusted to its care diaries and all manner of other rare items dating back to colonial times. As well as being a world class research facility for military scholars there is much in the collection for the maritime historian.

In April the Prime Minister waxed enthusiastic about the need to respect the Anzac heritage, and even made a trip to Gallipoli with Veterans' Affairs Minister Bruce Scott for the dawn service and the admiration of a new Australian-taxpayer funded war memorial. Earlier in the visit the PM had reviewed goose-stepping Turkish troops and saluted them with a rousing call which translated to, "Heil soldiers!" which brought an orchestrated response of approval in return.

Meantime back at the ranch came the astonishing news that the private Notre Dame University had been engaged in long and secret negotiations with the federal government to purchase the 3 Ha prime piece of defence real estate in Fremantle for an estimated \$4 million dollars. Subdivided it would be worth far more. The Catholic organisation which has links to its US namesake caters mainly to foreign students and says it wants to acquire the historic buildings for student accommodation.

The Museum says it first learned of the impending deal through a newspaper report, and that it came hot on the heels of a March announcement by the Minister for Veterans' Affairs Bruce Scott, who said in relation to the conservation of military history, "Unless we take action now, we stand to lose items of importance not only to families and communities, but to the nation."

Understandably the Museum's many volunteers and supporters are furious. Scott's remarks were interpreted as duplicitous in Museum leaflets handed out after WA Anzac Day dawn services, and the secret plan branded as a firesale of a national treasure. It said that politicians and bureaucrats who capitalised on each Anzac Day by placing their hands on their hearts then made such decisions behind closed doors were contemptuous. The Museum says that if the plan goes ahead then the outstanding collection will be relegated to some forgotten warehouse, the volunteer base will lose heart, and in effect it will mark the death of the museum.

In a media report (WA 27/4/2000) a Notre Dame spokesperson said they had targeted the buildings ten years ago and confirmed that they did not want the museum in the long term if they gained ownership.

A large march and rally condemning the government for its apparently disingenuous attitudes was held in Fremantle on 21 May. The museum is located in a traditional Labor electorate held by Dr Carmen Lawrence. PW.

Early German shipping to Australia

In 1897 the new Fremantle harbour designed by the marine engineer C.Y O'Connor was opened and officially nominated as the first and last port of call for the continent of Australia.

But it was not yet the mail port for the Western Australian colony. Indeed, the ubiquitous P&O and Orient Lines, in cahoots with the Association of Steamship Owners' Federation fought tooth and nail to prevent British mail ships from using Fremantle rather than at their favoured harbour of Albany in the south. Many were the nefarious deeds done by this coalition to harm Fremantle; one of the ploys being an endeavour to force an agreement with the Norddeutscher Lloyd Line of Bremen that their ships should stay away.

The P&O Goliath and its associates were thwarted by a veritable David in Fremantle. A.J. Diamond, a baggage agent went to Bremen to try to persuade the prestigious German mail company to instruct their steamers to make Fremantle the first port of call; and he succeeded. On 23rd February in 1898 the German mail ship *Prinz Regent Leopold* anchored inside the breakwater leading to the new harbour. This was the first call by a mail steamer, and its arrival was celebrated with a grand banquet in the town hall.

The German company subsequently declared Fremantle was preferable to Albany, and four steamers were put

on the Australian run. For many years these German liners gave good service and were to prove popular with the Australian travelling public.

The story has a sad ending. In the twelve months up to 30th June 1914, 115 German ships had called at Fremantle with an aggregate net tonnage of 424,227 then on the 14th of August the proud ship *Greifswald* of the Norddeutscher Lloyd Line was seized and impounded, and the crew arrested by armed soldiers waiting on the wharf. By the 4th September four other German steamers had been taken as war prizes along with their cargo, and their captains and crew captured and interned at Rottneest Island. What an altered and terrible reception for vessels of the shipping line that in the past had been so welcomed, and had done so much for Fremantle!

I have not discovered what happened to the *Greifswald*. The four other steamers captured in 1914 may have been cargo ships and used accordingly, but what about a passenger liner? It must have been a big ship. The Army Museum suggested it may have been used as a hospital ship or troop carrier, then what? The Australian Archives don't know, and the records in Bremen have been destroyed. Can any readers shed some light? **Patricia Brown, Crawley, Perth**

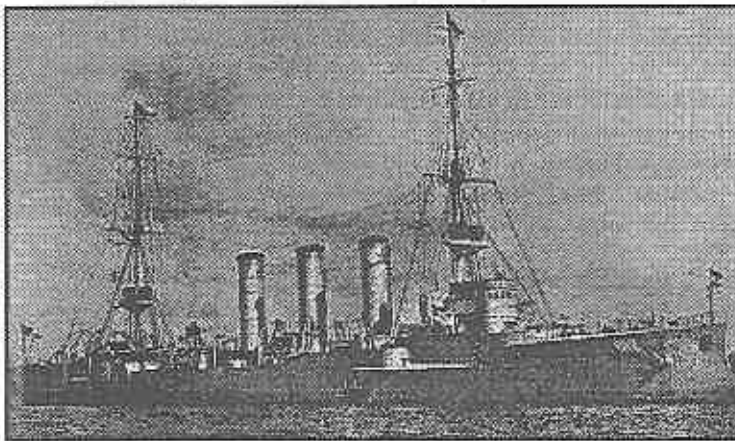


A.J. Diamond

For deeper navigation of these mercantile manoeuvrings Dr Brown suggests *Votes and Proceedings WA Parliament 1914* (paper 15) plus 14 August and 4 September 1914. She is also author of *Merchant Princes of Fremantle*, (UWA Press) which had a small grant from the AAMH a few years back.

Significant officer in RAN history

The handsome fellow in the picture below right, Captain Glossop, is little known these days, but for a while in 1914 he became something of an international hero when as captain of the first HMAS *Sydney* he brought about the destruction of the German warship *Emden* in the Cocos-Keeling group. It was one of the RAN's most significant battle victories, but perhaps became clouded by the escape on a sailboat *Ayesha* from Direction Island of a German landing party. This was to become one of the greatest ever wartime adventure stories and can be relived in Hoyt E. (1967). *The Last Cruise of the Emden*. In 2000 there was at least one of the *Emden* crew still surviving, but apparently none from *Sydney*.



Emden - Terror of the Indian Ocean, in Hoyt's book.



Captain Glossop
Collection: P. Weaver

Lively letters loosened for lighthouse lovers

Members may be interested in a collection of more than 300 letters written by an 19th century Irish emigrant to his family in Northern Ireland. The author was keeper of the Ironpot Lighthouse at Hobart from 1874 until his death in 1887. The letters provide both illuminating descriptions of life as a lighthouse keeper, and an earlier seafaring life aboard a ship visiting Australian ports.

For further information see the internet site, <http://radiocarbon.pa.qub.ac.uk/~fmccormick/parkinson/>

(On a Mac the funny little squiggle ~ is created with Option, shift and N. Sorry, don't know nuthin about PCs.)

Sydney News (the Olympic city)

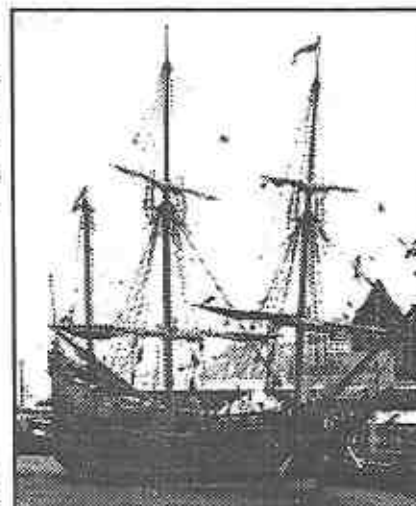
At the beginning of the year staff at the Australian National Maritime Museum in Sydney were saddened to learn that director Dr Kevin Fewster was leaving to take up a similar post at the nearby Powerhouse Museum.

The *Batavia* replica shown right visiting the ANMM has proved to be a drawcard with 91,576 bodies passing through the Museum turnstiles in January.

The replica was built in Holland between 1985 and 1995. It was transported to Sydney for a temporary visit lasting through 2000.

The original *Batavia* was wrecked in the Abrolhos Islands off Geraldton WA in 1629 and is notable for the brutal mutiny which saw many passengers murdered. When rescuers arrived they rounded up the offenders and gave them a taste of their own medicine.

Two men, thought to have had a homosexual relationship, were cast ashore with provisions on the mainland. They qualify as Australia's first European residents, but were never heard from again. Sydney *MardiGras* participants might make a note of this for an imaginative *Batavia* float.



The *Batavia* replica at ANMM

HMAS Sydney - Screaming headlines

The Sydney Morning Herald (25/4/2000) carried a five column article by Graham Anderson, "How we killed the men of HMAS *Sydney*" which was surely calculated to make any maritime historian sit up. The subject of the story was a former *Kormoran* officer Heinz Messerschmidt of Kiel, now in his eighties, and whom has chosen to expand on his war time experiences. In speaking respectfully of Captain Detmers, Mr Messerschmidt said that the captain always encouraged sobriety and decorum on board. Of the meeting with *Sydney*, he said the Australian warship was caught completely unawares. He said Detmers sardonically attributed the shutting down of *Sydney's* spotter aircraft as being a response to a customary call for tea. Messerschmidt claimed that *Sydney* was not ready for battle and its guns not trained on *Kormoran*. Allegedly the crew only started manning the torpedo tubes after the action commenced. He said the German 6 inch shells were base fused and exploded after penetrating the *Sydney's* hull. With a half hour of continual firing by *Kormoran* he was not surprised there were no survivors.

He adds that in the pre-war period he saw *Sydney* in Cadiz whilst on a training cruise with the German Navy, and met and took photographs of some of the crew. Later as a POW he was interned in Australia until peace-time repatriation took place on *Orontes* from Port Melbourne. Curiously, the next ship along the wharf was the real *Strait Malakka* which *Kormoran* had imitated. The article carried a wartime, and a recent photo of Mr Messerschmidt.

Messerschmidt's interrogation record reveals he was an underwater specialist and responsible for scuttling captured ships, and ultimately the *Kormoran*. At battle stations he said he was on one of the guns. He said in 1941 the first engagement with *Sydney* took place at 1,500 metres. In the *Herald* article he said the range was 900 metres.

On May 1, 2000, readers of *The West Australian* were greeted with the startling front page headlines, "SECRETS SURFACE - German scribbles shed light on Sydney wreck." As well as occupying all of page one, the story continued overleaf, and on page 13 the paper's resident cartoonist depicted HMAS *Sydney* resting on the bottom with the ghosts of two sailors in sardonic conversation.

The cover story was generated by a visit to WA by Mr Peter Meyer, the son of *Kormoran's* navigator the late Henry Meyer. Peter Meyer called in at the Fremantle Maritime Museum and donated six family photographs which he said his father had carried with him on *Kormoran*, and apparently managed to keep from Australian authorities throughout his internment. Meyer snr. had used the reverse side of the photos to record post-battle events, and included some navigation coordinates. These appear consistent with the body of information provided by German survivors in 1941.

The article was accompanied by a montage of photos and graphics. These included a young Peter Meyer sitting on his father's knee at a family gathering and a sample of Meyer senior's script on the reverse of one. Also present were oft reproduced file photos of *Sydney*, and of German prisoners awaiting disembarkation from a ship's gangway (*Koolinda*) at Fremantle. Unfortunately the caption accompanying the latter read, "Kormoran

POWs transported by truck to Fremantle..." and had an arrow pointing to a circuitous but fictitious inland route on a computer generated graphic. As for "secrets surfacing" there were none apart from the interesting revelation that Meyer had managed to hang on to his family photos for the duration of the war.

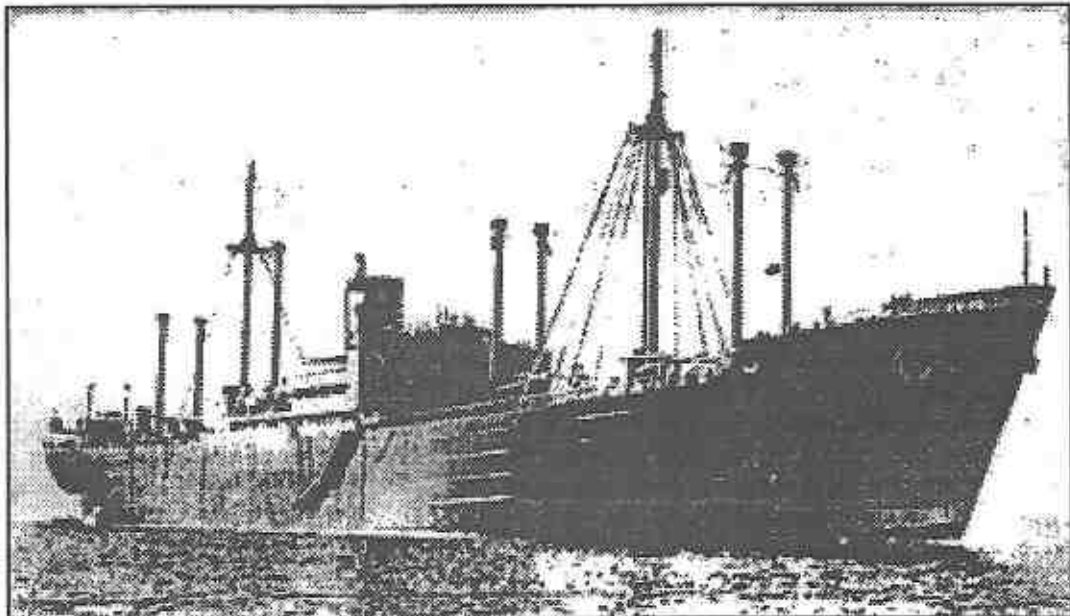
Not mentioned by the newspaper was that the Australian interrogation notes for Kapitänleutnant Meyer reveal that he had joined the Nazi party in 1934, something which distinguished him from most of the other crew on *Kormoran*. Understandably he was unwilling to assist his Australian interrogators then and there are some obvious deceptions in the information he provided. Nevertheless, his version of certain events has appealed to a number of researchers over time.

The local Seven TV station picked up on the *West's* story that evening with nothing new to offer, apart from close ups of the photos, which were in amazingly pristine condition considering what they were purported to have been through. The following day *The West Australian* (2/5/2000:9) carried a story about 84 year old Frank Rixon, a cook on *Koolinda*, which picked up *Kormoran* survivors. According to the paper, Rixon claimed a steward had been told by a seriously wounded German under care in a cabin that Sydney suddenly "blew up." The article was accompanied by a photo of Rixon holding a clearly depicted pre-war souvenir postcard featuring Sydney's commissioning voyage. The newspaper said it had many calls involving Sydney reminiscences and associated theories following its page one story the day before. *The West Australian* articles of 1 May and 2 May contained reporting errors but no corrections appeared.

The WA Maritime Museum has sent digital photocopies of the images and their reverse-side text to various HMAS *Sydney* researchers around Australia. At time of going to press (31 May) no completely satisfactory transcription or translation had been produced. The text side is reproduced on page 9 of this Newsletter and readers are invited to have a go. Any translations received by the editor will be acknowledged and passed on to the Museum. Paul Weaver.



Henry Meyer (centre) with son Peter on lap.
Photo: Collection of WA Maritime Museum



Hilfskreuzer *Kormoran*

Wartime diary of Kapt. Lt. Henry Meyer recorded on the reverse side of family photographs between 19 November and 25 November 1941, following the battle between HSK *Kormoran* and HMAS *Sydney* in waters off the Western Australian coast. The originals are now in the collection of the Western Australian Maritime Museum and reproduced with permission in the Newsletter of the Australian Association for Maritime History.

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The Quarterly Newsletter - The Australian Association for Maritime History is a forum for news, comment and opinion on matters involving maritime history. Contributions are always welcome. Views expressed do not necessarily reflect those of the Australian Association for Maritime History. The editor is Dr. Paul R. Weaver, 23 Waddell Road, Palmyra, Western Australia 6157. Email pweaver@starwon.com.au In 2000 the publication will go to the printers on the final Mondays of February, May, August and November. Material for inclusion should be sent direct to the editor well prior to this date and should carry the author's signature. Enclose a stamped addressed envelope for return of material.

 *The Australian Association
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Quarterly Newsletter

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Dr. Malcolm Tull, Department of Economics, School of Business
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