

MLSSA. She is now based in Tasmania and she co-owns the Eaglehawk Dive Centre on the Tasman Peninsula in southeastern Tasmania, 75km from Hobart – see <http://www.eaglehawkdive.com.au/>. According to the web page found at <http://www.eaglehawkdive.com.au/team.htm>, Karen has been an “Active diver for over 35 years” and she is a “Marine Biologist working part-time for CSIRO Marine and Atmospheric Research, member of the Australian Institute of Professional Photographers (Master of Photography) and was recognised by the Institute as one of Australia's leading female professional photographers with a special award in 2009. PADI Divemaster, TDI gas blender, commercial diver, First Aid and Oxygen Provider. Karen is an internationally recognised expert on marine invertebrates, and she has also won a number of national and international awards for her photography. She was nominated

Award for scientific journalism in 2001. She has written numerous scientific papers and popular articles on marine invertebrates, and in 2008 she published her book "A Field Guide to the Marine Invertebrates of South Australia", and is currently working on a similar volume for Tasmania and Victoria. Karen is a popular public speaker, giving illustrated talks and lectures on many aspects of marine life and the marine environment, for all levels from junior primary school to tertiary students, and to the general public. She was an invited speaker at OZtek09 and Oztek11. She has been involved with the Scientists in Schools program with several Tasmanian primary schools since 2009.” We have an autographed copy of Karen’s book "A Field Guide to the Marine Invertebrates of South Australia" in our Society library (mlssa No.1063). There is a more detailed biography about Karen in the back of the book.

The *Golden Sea*

It is believed that the one and only time that an immigrant sailing ship called the *Golden Sea* berthed in Port Adelaide, South Australia was in 1876. She foundered mid-Atlantic in 1881 whilst sailing from England to the Canadian province of New Brunswick. This is the only known picture of the ship: -



The *Golden Sea*

(Source:

<http://freepages.genealogy.rootsweb.ancestry.com/~kiwikids/golden.html>)

The picture is apparently taken from Frank C. Bowen's "The Flag of the Southern Cross" (see details further below). This image of the *Golden Sea* also features at the beginning of the book titled “The Chronicles of John Brown and John Lowe to 1984” by Dulcie Brown, Andy Brown & Tress Kenny.

The *Golden Sea* was a 1418 net ton wooden sailing ship built in Quebec, Canada in 1864. Her dimensions were length 207.1’, beam 37.9’, draught 23.9’. She was built by Thomas Hamilton Oliver, who is said to have constructed a total of 88,000 tons of shipping.

She made voyages to Australia in 1869, 1875, 1877 & 1879 and also voyages to New Zealand, including 1874 & 1879. Her sailing days ended when she sank in the middle of the Atlantic Ocean in 1881.

(Reference to the *Golden Sea*’s 1869 voyage to Australia is on the web page found at <http://mariners.records.nsw.gov.au/1869/05/059gol.htm>, where it is stated that she had sailed from London to Sydney NSW in 1869.)

The *Golden Sea* was managed/owned by

Houlder Brothers from 1866 to 1874. The ship was then sold to Shaw, Savill & Co* and was registered in London, England.

* (Walter Savill & James William Temple, 34 Leadenhall Street, London.)

The Registration Number for the ship was O.N.51454. In 1875, its registration was transferred to Southampton. According to the UK's National Archives

(<http://www.nationalarchives.gov.uk/a2a/records.aspx?cat=43-clasa&cid=-1>), in 1880, the ship was sold to Richard George Guy, also of 34 Leadenhall Street, London. The registration was then transferred back to London (in 1880).

As stated at the beginning, it is believed that the only time that the *Golden Sea* berthed in Port Adelaide was in 1876. The *Golden Sea* had sailed down the Thames River from London on Wednesday 8th December 1875. She entered the English Channel and sailed on to Plymouth to receive passengers. The weather in the English Channel was fine for the voyage to Plymouth. The ship reached Plymouth on Friday 10th December.

She sailed from Plymouth on Friday 17th December, with more than 400 passengers and crew (~300 passengers/100 crew) onboard, bound for Australia. Her master was Captain Alexander M. Ferguson (or Fergusson).

(Ferguson according to the UK's National Archives and Fergusson according to the records of the SA Maritime Museum. It seems that Captain Alexander M. Ferguson (or Fergusson), was the *Golden Sea*'s master for the 1875, 1877 & 1879 voyages to Australia, as well as being master of the *Margaret Galbraith* from 1877-1882 and the *Langstone* from 1879-1882, immigrant ships to Wellington, New Zealand.)

The *Golden Sea* experienced southwest gales whilst crossing the Bay of Biscay (west coast of France) but then made good progress during the northeast trade winds. She crossed the Equator on 20th January 1876 before being driven back for several days by a heavy gale. Continued easterly winds saw her make little progress for the next two weeks.

(According to the records from the SA Maritime Museum (taken from *The South Australian Register* newspaper of 31st March 1876),

“South-west gales prevailed while she crossed the Bay of Biscay, but the subsequent progress towards the Line (Equator?) was favourable, especially during the north-east trades. On January 20 the equator was crossed in 25 (degrees?) 41'W. There was a good prospect of a rapid passage until 70 (degrees?) E was reached, but a heavy gale drove the craft back for several days. In the vicinity of St Paul's there were continued easterly winds, and in 14 days she only made 7 (degrees?) of long. (longitude). She made Cape Borda on Wednesday. A few days will elapse before she is moored in harbour.”

So, according to *The South Australian Register* newspaper of 31st March 1876, the *Golden Sea* had reached Cape Borda, Kangaroo Island by Wednesday 29th March, and on Thursday afternoon (30/3), she was sighted heading up the Gulf of St Vincent from the southwest.

According to the voyage's passenger list from the SA Maritime Museum, the ship arrived at Port Adelaide on 29th March 1876. *The South Australian Register* of 31st March, however, stated that (as of 29th March?) “A few days will elapse before she is moored in harbour”. It has been suggested, however, that she berthed at Port Adelaide on Saturday 1st April. It is believed that this was the one and only time that the *Golden Sea* berthed in Port Adelaide.

(Although details are a little sketchy, according to the records from the SA Maritime Museum, “Every person on the station had been waiting for the *Golden Sea*, and on Thursday afternoon (30/3/1876?) she was sighted under all plain sail heading up from the south-west. A soon as practicable a boat ranged alongside, and the passengers thronged the rail and the rigging.”)

According to the book titled “The Chronicles of John Brown and John Lowe to 1984” by Dulcie Brown, Andy Brown & Tress Kenny, the voyage was “unusually rough” and took 105 days, arriving in Port Adelaide on 1st April 1876. The ship was held up by a storm after a week or two into the voyage and remained 200 miles from the start.

A list of passengers on the 1876 voyage of the *Golden Sea to Port Adelaide* can be found on Trove at

<http://trove.nla.gov.au/ndp/del/article/43010846>

. It comes from *The South Australian Register* for 31st March 1876. The newspaper version of the list on the web page is hard enough to read, but the electronically translated text version of the list on the web page is shocking to read. The SA Maritime Museum was able to provide me with a nice printed list of the passengers on the voyage.

An "Import List" for the *Golden Sea* can be found at

<http://trove.nla.gov.au/ndp/del/page/3986965?zoomLevel=3> . It comes from page 4 of *The South Australian Register*.

The arrival of the *Golden Sea* at Port Adelaide is also featured on the same page of the *Register*, and the same webpage too, including reports mentioned earlier above from *The South Australian Register* newspaper of 31st March 1876.

The 8½-page long passenger list for the voyage includes the names of Mr & Mrs John Brown, who apparently arrived along with their children.



John Brown

John William Brown was a 28-year old farmer and his wife's name was Anne Gleed Brown (nee Martin). They had migrated from Wiltshire, England along with four children - Jane, William, Frederick and Ellen.



**Ann Brown
(& her granddaughter Thelma Nieass)**

(Thelma Nieass died at the age of 23, having drowned in Fowlers Bay whilst walking alone there in 1936.)

(The passenger list shows Mr John Brown (28 years, farmer), Mrs Brown & 4 children AND a William Brown (also a farmer, no age given).

Jane Collard Brown was born on 27th December 1868. She was six years old when she arrived in Port Adelaide on 1st April 1876. William Henry Brown was born on 3rd January 1871. He was five years old when he arrived in South Australia on the *Golden Sea*. Frederick Collard Brown was born on 2nd September 1872. He was three years old when he arrived in Port Adelaide on 1st April 1876. Ellen Collard Brown was born on 16th January 1875. She was 14½ months old when she arrived in South Australia on the *Golden Sea*.

The family was taken to a property at Grace Plains, Mallala, since John Brown was to be employed as a farm labourer for a Mr Taplin, under a two-year contract.

After spending their first two years in Mallala, the family moved to Georgetown. They later moved to live on a farm at Wandearah, near Port Pirie. They then moved on to Watrabra on the far west coast.

During their time in South Australia, their number of children grew to a total of ten by the addition of Alice, Florence, Albert, Edwin, Lily and Mignonette (Minnie).

John William Brown was born on 6th December 1846. He was 29 years old when he migrated to South Australia with his wife & children in 1875. He died of bronchial pneumonia at the age of 47 on 5th June 1894.

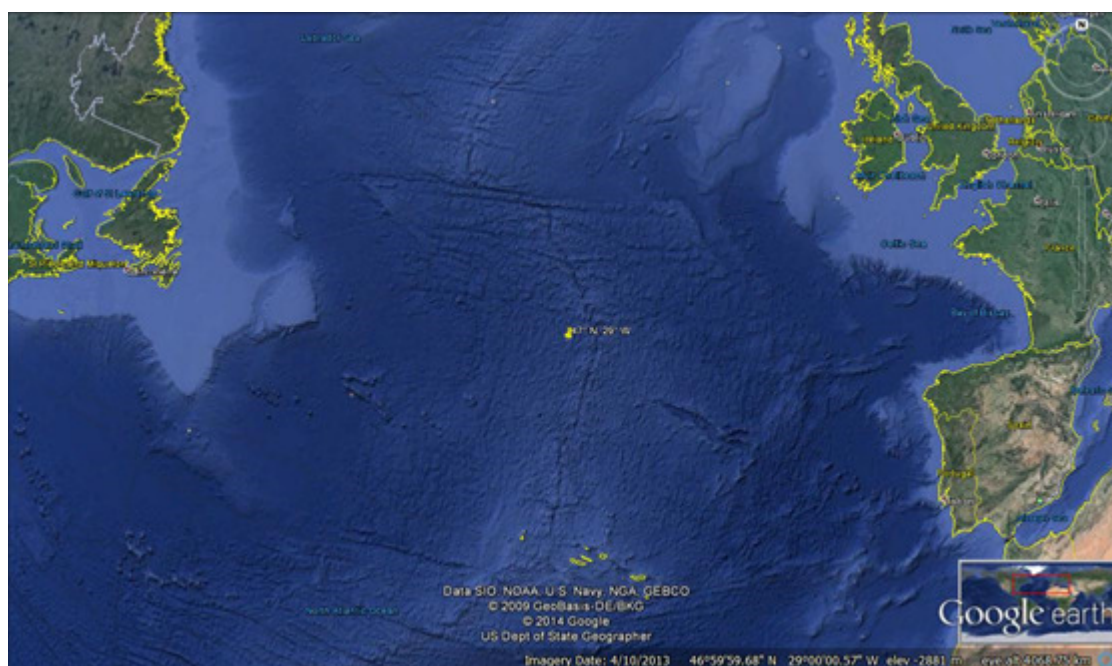
Just 4½ years after the Brown family disembarked at Port Adelaide, the *Golden Sea* foundered (filled with water & sank) mid-Atlantic (47°N, and about 29°W) on 20th October 1881 whilst sailing from Bristol, England to St. John (in the Bay of Fundy) in the Canadian province of New Brunswick, after “Taking in improper ballast which, being converted into mud by admixture with water made during the voyage, so choked the pumps that they could not be used, whereby the ship foundered.” (Source: http://archive.org/stream/practicecourtsm00walegoog/practicecourtsm00walegoog_djvu.txt).

The Port Cities Southampton’s “Wreck Report for 'Golden Sea', 1881” web page at

Google Earth map showing approx. location where the *Golden Sea* foundered & sank in the Atlantic Ocean (north of the Azores) mid-way between England & Canada.

http://www.google.com.au/url?sa=t&rct=j&q=&esrc=s&source=web&cd=1&cad=rja&uact=8&ved=0CBwQFjAA&url=http%3A%2F%2Fwww.plimsoll.org%2Fresources%2FSCCLibraries%2FWreckReports%2F14769.asp&ei=xD2cU6eJBsXvkAXw5YCwDg&usg=AFQjCNH7KRd7CiA_dhBJKI621VJX4jomCw&sig2=n6giWSBaTeVg15ezbezPjA&bvm=bv.68911936,d.dGI says that the crew of the *Golden Sea* had all “got into the boats at about 9.30 a.m., and at about 1.30 p.m. the same day she was seen to go down stern foremost, upon which they shaped a course to the S.W. . . . Three hours afterwards they fell in with a German vessel, called the "Pauline," which took them on board and conveyed them to Fayal, where they were transferred to a steamer, by which they were brought to this country and were landed at Liverpool.”

The “Wreck Report for 'Golden Sea', 1881” web page also says that a formal investigation into the incident was “held at the Guildhall, Bristol, on the 13th, 14th, and 15th of December 1881, before H. C. Rothery, Esquire, Wreck Commissioner, assisted by Captain Harland and Captain Methven, as Assessors, into the circumstances attending the abandonment and loss of the sailing ship "*Golden Sea*," of London, on the 20th of October last, whilst on a voyage from Bristol to St. John's, New Brunswick.”



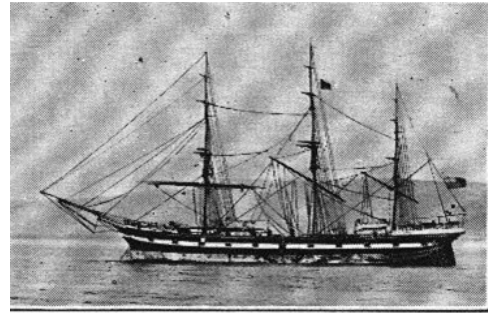


The Golden Sea
(From Frank C. Bowen's "The Flag of the Southern Cross"*)

(Source: <http://www.findboatpics.net/zpss.html>)

* ("The Flag of the Southern Cross: the history of Shaw Savill & Albion Co. Limited": Authors: Frank Charles Bowen, Shaw, Savill & Albion Company. There were two volumes of the book - 1858 - 1939 & 1939 -1945.)

It seems that Captain Alexander M. Ferguson (or Fergusson) may have commanded the (728 or 841-ton) *Margaret Galbraith* from 1877-1882 and also the 746-ton *Langstone* from 1879-1882. These were immigrant ships to Wellington, New Zealand. Pile of Sunderland built the *Langstone* in 1869. Shaw, Savill & Co purchased the *Langstone* from H. Ellis, London, in 1873. In 1882, she was transferred to Shaw, Savill & Albion Line. The *Margaret Galbraith* (aka Old Maggie) did the NZ run from 1873 to 1900. Shaw, Savill & Co purchased the *Margaret Galbraith* (see below) from Albion Line in 1876. She too was transferred to Shaw, Savill & Albion Line in 1882. She became owned by Manica Trading Co, London in 1900.



THE MARGARET GALBRAITH.

(Source:

<http://www.angelfire.com/az2/ships/images/Margal.jpg>)

The 1418 net ton *Golden Sea* would have been almost twice the size of the *Margaret Galbraith* (728 or 841-tons).

Page 18 of the *Otago Witness* of May 9 1874 reported as follows:

"Wellington, April 30th - A ship, signalled coming up the harbour is either the *Golden Sea* or *Wemmington*, with immigrants.

May 4th - Eleven of the crew of the *Golden Sea* breached the cargo while the vessel was lying in quarantine and became intoxicated and mutinous. The captain fired his revolver at one of them, but did not wound him. The *Lona* took over a detachment of armed Constabulary, and the mutineers were taken into custody and brought before the Police Court and remained till tomorrow morning.

May 6th - A fresh case of scarlatina has broken out amongst the *Golden Sea's* immigrants. The case has been isolated."

The same web page also reports:

"May 23 1874

Departures -May 19 - *Margaret Galbraith*, ship, 841 tons, Peebles, for London.

Passengers - 2nd cabin.

Callender Mr

Jenkins Mr

Lyon Mr

McLeod Mr

McIndoe Mr

McMorron Mr

Robertson Mrs and child

Wallace Mr and two sons

The good ship *Margaret Galbraith* left for London on Monday. She is the thirteen wool ship of the season, and took a full cargo including fern roots, 2000 bales wool, 4669 bags wheat, 101 casks tallow, 276 bags flour, 1345 cases preserved meats, 14 bales skins."

A section of the web page found at <http://freepages.genealogy.rootsweb.ancestry.com/~kiwikids/golden.html> reads: "'Wellington Independent" May 4, 1874

Captain Strachan, of the ship *Golden Sea*, furnishes the following report of his voyage: -- Sailed from the river Thames on Saturday, 24th January; cleared the Channel on the 29th. In 38deg north, 20deg west, on the 5th and 6th February, experienced a strong gale from the southward. Passed Madeira 10th February; crossed the Equator on the 25th February.

In crossing the region of the south-east trades, had light winds from east to north-east. On the 1st of April, passed between Prince Edward's Island and Marion Islands; on the 4th April, passed Possession Island, and ran our easting down in latitude 48.30 south; passed the Snares on the 26th April, Otago on the 27th. Experienced light southerly winds all up the coast, and anchored in Wellington on the 30th April at 11 p.m."

That all sounds simple enough, but it seems that there was much drama associated with the voyage, resulting in several deaths and arrests. See

<http://freepages.genealogy.rootsweb.ancestry.com/~kiwikids/golden.html> for further details.

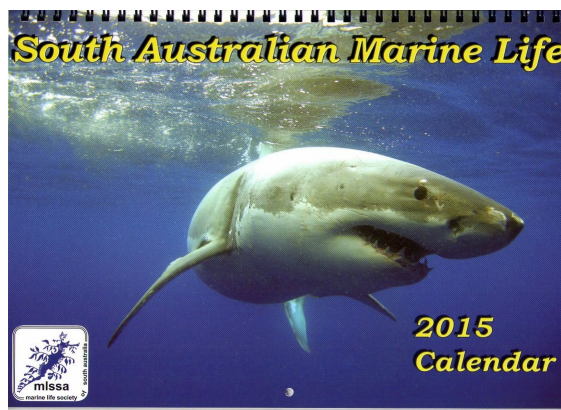
My thanks go to both my neighbour, Ruth Gordon and the SA Maritime Museum for their assistance with some of the above details.

2015 calendar

Our 2015 SA Marine Life calendar is thought to be our best one ever. It is our 17th calendar, having started in 1999. The retail price for the calendar is still \$10 each. Members and contributing photographers can buy copies of the calendar for \$8 each. The new 2015 calendar can be seen in its entirety at

<https://dl.dropboxusercontent.com/u/110478079/MLSSA%202015%20cal.pdf>.

Regular contributor to the calendar, Alexius Sutandio, took this stunning image for the calendar's front cover: -



Stormwater Pollution at Brighton South Beach blamed for death of Port Jackson Shark

Society member David Muirhead was out walking his dog(s) on Brighton South beach on 29th July 2013. He took this series of photographs that day, after finding a Port Jackson shark carcass on the beach, just 20m from a catchment outflow: -

This Port Jackson Shark surely died from poor catchment care





Catchment outflow 20 metres south of dead Port Jackson Shark

A cormorant was seen hunting inside the sandbar at the beach, with zero visibility beyond the sandbar due to toxic stormwater.



Cormorant desperately hunting inside sandbar Brighton South Beach (zero viz beyond sandbar, due to toxic stormwater)

David felt that the shark had died as a result of stormwater pollution.



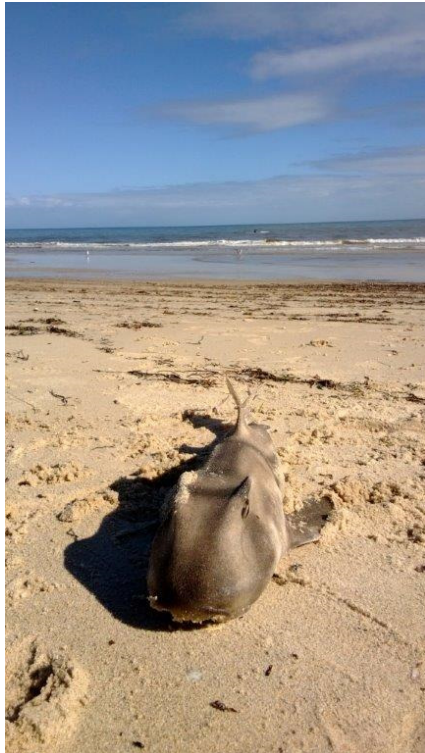
Close-up shot of the dead shark



Dog's lead & dead dog shark on Brighton Beach



Shark killed by stormwater pollution?



**Port Jackson shark
(Surely killed by stormwater pollution)**

David feels that the nearby stormwater management is “not exactly hi-tech”.



Stormwater management at Brighton South beach is not exactly hi-tech (20m from beach-washed Port Jackson carcass)

In a recent Letter to the Editor at The Advertiser, on another related topic, David wrote, “I have also noted the continuing decline in near-shore water quality due (to) inadequate funding for catchment care”.



**Emaciated Port Jackson Shark (Likely Cause of Death = starvation+gills clogged;
Recent rain, inshore water utter filth)**



**Shag diving for sprats in near-zero
viz after rain**