

Captain Cook II (1892 - 1948)

When was the Captain Cook pilot steamer built?

There were three Sydney pilot steamers called Captain Cook. They were:

1. Captain Cook (I) entered service in February 1877.
2. **Captain Cook (II) was launched in 1892.**
3. Captain Cook (III) commenced service in March 1939.

(Source: Gillett, Ross. - *Australian ships*).

Charles Fleming and the *Captain Cook II*

By Jim Fleming



My great-great-grandfather, Charles Fleming, was an iron moulder journeyman, firstly in Scotland, then in Australia and finally in New Zealand. Family lore has it that he left Australia because he was not given due recognition by his boss (Thomas Sutcliff Mort) for his work casting the figurehead for the Sydney Harbour pilot boat *Captain Cook*.

Charles Fleming was a master craftsman at the top of his field. His skills were in strong demand world-wide because of the huge demand for the wide variety of goods that could be cast in iron. He worked at the greensand process, where moulds were made to take the molten iron in order to form the desired product. Making new moulds was an extremely skilful craft and Charles was one of the best journeyman who specialised in this work. He was very proud, therefore, to be chosen to make the mould that was used to cast the figurehead for the new *Captain Cook* pilot vessel in 1892.

He expected to get some recognition from his employer for the successful cast of the figurehead; the first time something of this size and intricacy had been cast. When the recognition was not forthcoming, family lore has it that he resigned from Mort's iron foundry and emigrated to New Zealand.

The details of the story were, however, lost. We didn't know what the figurehead was; or which pilot boat it was made for; or when the incident occurred. We knew, for example, that Sydney had had three pilot boats that were called Captain Cook but did not know which one Charles had worked on. And we certainly did not know what had ever become of the figurehead.

I conducted some research based on the oral history. The most important discovery was that the first *Captain Cook* pre-dated Charles Fleming's arrival in Australia and the third *Captain Cook* post-dated his departure for New Zealand. That meant that the vessel that he had worked on must be the second *Captain Cook*.

Captain Cook II was built at Mort's Dock in Balmain in 1892. The hull was launched on 8 December 1892. Charles Fleming lived and worked in Balmain from 1886 until about 1900.

The next important discovery was that the figurehead was re-used on the third *Captain Cook* that was built in 1939. This indicates that the object was a valued part of the culture of the Sydney Harbour Pilot Service after nearly 50 years plying its waters.

And finally, I discovered that the figurehead portrayed the great explorer, Captain Cook. He shades his eyes with his right arm as he stares resolutely ahead with his telescope tucked under his left arm. The great seafarer's body morphs at the waist into intricate filigree work along the bow of the vessel.

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Captain Cook II (1892 - 1948)

About *Captain Cook II*

The second of three Captain Cooks to serve as pilot vessels, she weighed 396 gross register tons and 172 net. She was built in 1892 at Morts Dock & Engineering Co. of Balmain, Sydney, Australia, had a length of 155.8 feet, a width of 25.2 feet, and a depth of 13 feet, had 1 deck, and 3 cylinder engines which could attain 85hp. Registered in the port of Sydney, she belonged to the N.S.W. Government.



Captain Cook II was replaced by *Captain Cook III* in 1939 and renamed S.S. *Captain Phillip*, being employed during the Second World War as training vessel for the Army Water Transport Section. Her end came when she was towed 17 miles E.S.E. of Sydney and sunk with 4 charges of gelignite on 3 October 1948, at Lat. 34° Long. 151°.

Source: <http://brew.clients.ch/ShipsC.htm>



The launch of *Captain Cook II* on 8 December 1892

Source: <http://www.flickr.com/photos/state-records-nsw/2733890835/sizes/o/in/photostream/>

Film of *Captain Cook III*

The third Captain Cook vessel is a feature of a newsreel about the Sydney Harbour Pilot Service in 1949. The film provides a good close-up of the famous figurehead. It can be viewed on YouTube here:

<http://www.youtube.com/watch?v=zmd8FRyPN2M>

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nla.pic-vn4654518 Searle, E.W. (Edward William) Source: <http://nla.gov.au/nla.pic-vn4654518>

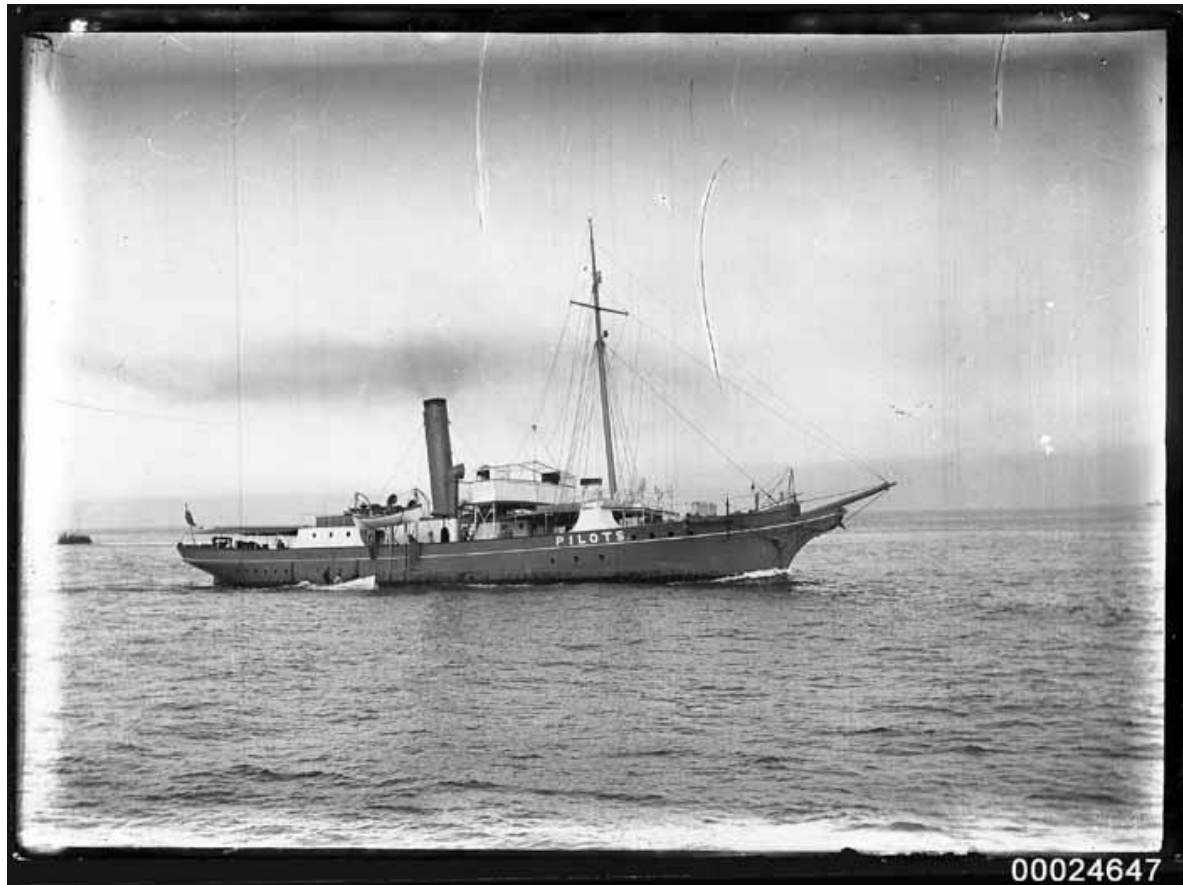


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nla.pic-vn4653871 Searle, E.W. (Edward William) Source: <http://nla.gov.au/nla.pic-vn4653871>

Captain Cook II (1892 - 1948)



Source: <http://www.ferriesofsydney.com/index.php?topic=1096.0>



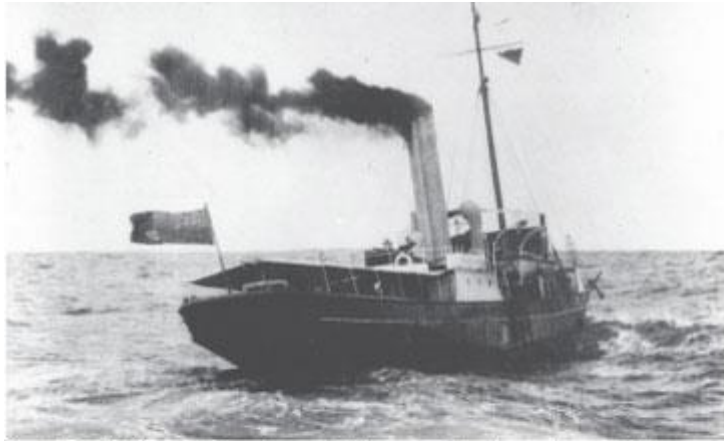
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Captain Cook II was the first boat under the completed Sydney Harbour Bridge

nla.pic-vn4515746 Searle, E. W. (Edward William) Source: <http://nla.gov.au/nla.pic-vn4515746>

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Captain Cook (2) was a fine and powerful steamer with a long and successful career. She was used by the RAN during World War II and was scuttled in 1949 off Port Jackson. GKA Coll.



This picture in Moreton Bay Qld, shows how pilots were transferred between ships. In 2008 the John Oxley is a museum ship in Sydney. Davidson Coll.

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SYDNEY HARBOUR PILOT SERVICE.

LAUNCH OF THE CAPTAIN COOK.

An event of more than passing importance with the mercantile community of Sydney took place yesterday, when the new Government pilot steamer Captain Cook, was launched from Mort's Dock and Engineering Co.'s works, Waterview Bay. The vessel is claimed to be the best of the sort that has been erected in the colony, and to fitly celebrate the occasion the builders invited nearly 700 leading citizens to witness the ceremony. The guests included his Excellency the Governor, his Excellency Admiral Bowden-Smith, the Premier (Sir George Dibbs), the Treasurer (Mr. J. See), the Minister for Justice (Mr. R. E. O'Connor), the Postmaster-General (Mr. J. Kidd), Sir Joseph Abbott (Speaker of the Assembly), Mr. A. H. Jacob (Chairman of Committees Legislative Council), the Mayor of Sydney (Mr. W. P. Manning), the Principal Under-Secretary (Mr. Critchett Walker), many members of both Houses of Parliament, the president and members of the Marine Board, representatives of the Australian Auxiliary Squadron, representatives of shipping firms and prominent citizens, and the majority of them were conveyed to Mort's Dock and Co.'s establishment in the Mo Mal. On arrival the place was found to be gay with flags and streamers, and the handsome pilot steamer was similarly decorated. Without any waste of time his Excellency the Governor proceeded to launch the vessel in the presence of about 1000 onlookers, and as the blocks were driven away and the craft began to make for the water he broke a bottle of wine over her bows, and amidst loud cheering christened the new pilot steamer "Captain Cook." The vessel took the water with the grace of a water-Nwl, and as she rode in the bay her elegant proportions were displayed to the spectators.

The vessel was designed by and built under the superintendence of Mr. W. D. Cruickshank, the senior Government engineer surveyor, and is a very handsome model, with good lines for speed. She is constructed of steel in accordance with Lloyd's highest requirements. Her principal dimensions are—length between perpendiculars, 155ft.; length overall, 180ft.; beam, moulded, 25ft.; depth, moulded, 15ft. She is flush-decked, with the bridge amidships, and has a raised fore-castle, with a clipper bow and elliptic stern. The space under the bridge is arranged as follows:—At the forward end is placed the captain's cabin, 7ft. 9in. square, fitted with berth, with horsehair mattress and drawers, and a sofa upholstered in leather. There is a chest of drawers, with sliding top for charts, washstand, bookcase, &c. All the furniture is of polished cedar, and the light and ventilation are obtained by four 12in. brass ports. Aft of this is the galley, fitted with a range and the necessary utensils for cooking for 30 persons; then follow the boiler and engine room casings. The wing-houses on the port side will be fitted with two berths and the cook's pantry, and on the starboard there will be two bathrooms, each fitted with an enamelled bath encased in polished cedar, and with a tiled floor. Forward of the main bridge is the electric light bridge, with two wing-houses under it. The vessel will be fitted with a steam windlass, steam and hand steering gear, polished brass ventilators, bunker scuttles, spider bands, and belay pins, and all the skylights are of teak. The bow will be surmounted by a bronze figure-head of the great navigator Captain Cook, after whom the vessel is named. The figure was modelled by Mr. N. Illingworth, of the Technical College, and late of Doulton's Potteries, London, from the most authentic picture obtainable, and was cast by the contractors in one piece with great success. It is the first attempt that has been made in statuary founding in the colonies. The vessel will be rigged as a schooner and supplied with three boats.

The engines are of the triple expansion type, having cylinders 16, 25, and 42 inches diameter, 30in. str-ke, and fitted with all the latest improvements, including steam reversing and turning gear. Steam will be supplied by an ordinary marine-type boiler, 14ft. 11in. in diameter, and 11ft. 6in. long, having three corrugated furnaces, each 4ft in diameter. The shell-plates are 1 5-16in. thick, the working pressure 160lb. per square inch, and it weighs complete 50 tons. Fresh water for the supplementary

pressure 160lb. per square inch, and it weighs complete 50 tons. Fresh water for the supplementary feed is supplied by one of Kirkaldy's patent evaporator and feed heaters. The indicated horsepower of the engines will be about 750. The screw propeller is fitted with phosphor bronze blades, and the vessel will be lighted throughout by the electric light, 65 lamps, each of 16 candle-power, and a search light of 12,000 candle-power will be fitted on the forward bridge, and a powerful steam fire-pump will be provided capable of delivering 36,000 gallons per hour through a 1 1/2in. nozzle, to a height of 190ft. At the after end below deck the saloon is 23ft. long, 7ft. 6in. high, and all the fittings are of polished cedar, with velvet cushions, and all the brasswork is electroplated. The fore-cabin is fitted with six comfortable berths for the engineers and officers, and the centre portion is provided with a cedar table and settees, and forms the messroom. The fore-castle is well ventilated and lighted, and has accommodation for 12 men.

The launch having been accomplished with *delat*, the guests were then invited to inspect the firm's works, and it was explained that they were originated 35 years ago by the late Mr. T. S. Mort. Since then they have developed with marvellous rapidity, and at the present time the different branches occupy an area of nearly 18 acres. The company claims that it can turn out work in every branch of engineering and ship-building. The dry dock, which is quarried out of the solid rock, is capable of accommodating vessels up to 4500 tons, and the depth of water on the sill at spring tides is 20ft. The powerful pumping plant can empty the dock in five hours. There are three patent slips, the largest capable of taking vessels of 2000 tons, the second one can accommodate vessels up to 1000 tons, and the small one accommodates tugs, yachts, &c. The two large slips are worked by hydraulic machinery of the most approved type, and every conceivable device for the safe and speedy cleaning, painting, or repairing of vessels has been adopted. The boiler and shipbuilding branch is supplied with the latest types of machines for ensuring accurate work and economising labour, and includes three plate and angle iron furnaces, flanging, punching, shearing, and bending machines. There are also radial, multiple, and boiler shell drilling machines; powerful plate-bending rolls, capable of curving plate 16ft. wide by 1 1/2in. thick; portable and fixed hydraulic riveters, which can close rivets up to 1 1/2in. diameter; also very large planer, capable of planing two edges of a plate at one operation. The blacksmith's shop is fitted with a steam-hammer capable of striking a blow equal to 90 tons, and can forge shafts up to 24in. diameter by 38ft. long. There are 19 other steam-hammers of various sizes, ranging down to 5cwt. The machine department is well supplied with the most improved tools, and the largest of 40 lathes can take in work up to 22ft. in diameter and 36ft. in length. The largest planing machines have a table 18ft. long, and can take in work up to 9ft. wide by 8ft. high. There is also a multiplicity of other devices, including shaping, slotting, drilling, key-seating, wheel-cutting, and screwing machines, and the large boring lathes can bore out cylinders up to 120in. in diameter. The pattern shop is fitted with band and circular saws, lathes, &c. The erecting shop is very extensive and lofty, and is supplied with three overhead travellers, the largest of which is capable of lifting up to 20 tons. The brass turners and finishers' department is supplied with lathes and other tools required for this class of work, and the iron foundry is 150ft. long by 44ft. wide, and contains three patent cupola furnaces capable of supplying at one cast 15 tons of metal. The brass foundry has lately been rebuilt, and is now supplied with a large air-furnace, crucible furnaces, cone stoves, traveller, &c., and can turn out castings up to 4 tons in weight. The steel foundry is a branch which has been added to the works within the last two years and is capable of turning out open hearth or crucible steel castings up to 35cwt. in weight. The cooper-smiths', plumbers', and iron-plate workers' department is a very extensive shop, well found with steam planishing hammers, hydraulic bending presses, rolls-punching, shearing, pipe-screwing machines, bazing hearths, &c., &c. The sawmill and joinery department is a building of two stories, 167ft. long, 52ft. wide, and fitted with all the most approved wood-working appliances, including breaking-down frame, circular and band saws; morticing, dove-tailing, dowel, planing,

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including breaking-down frame, circular and hand saws; morticing, dove-tailing, dowel, planing, moulding, and other machines. The upper floor of the building is the laying-off loft. The painters' department is fitted for carrying out the various classes of work required; and the opticians' department is supplied with tools, &c., for the manufacture or repair of optical, nautical, or mathematical instruments. The ore-crushing department is an extensive building, supplied with machinery for treating the various classes of ore for gold, silver, or other metals, and includes rockbreakers, Huntington mill, Fraser's patent amalgamating pan, electro tables, concentrators, and a laboratory. Among the minor departments there are the shipwrights, boat-builders, bricklayers, stores for all classes of materials, &c. The various wharfs are well found with steam and hand cranes, and heavy pieces of machinery and boilers are lifted by shears capable of handling loads up to 70 tons.

The extensive character of the works may be gathered from the fact that quite an hour and a half was absorbed in making a cursory examination. Then an adjournment was made to the drawing loft, where a first-class luncheon was provided. The chairman of directors (Mr. Laidley Mort) occupied the chair, and had on his right the Governor, the Premier, the Mayor of Sydney, and on his left the Admiral, Mr. Bee, and Captain St. Clair, R.N. Altogether over 600 gentlemen were present, including Mr. W. E. Mort and Captain Broomfield (directors) and Mr. Franki (manager of the company).

"The Queen" having been honoured, the CHAIRMAN proposed, "The Health of the Governor." He said that during the time his Excellency had been in the colony they had got to know him so well that they almost loved him. Gentlemen like himself and Lord Carrington did more to bind the colonies to England than almost anything else, and the advantages that the colony derived from having such gentlemen amongst them did not cease when their term of office expired. (Hear, hear.) When Lord Jersey left for England he was sure that they would have the benefit of his influence. (Hear, hear.)

His EXCELLENCY, in acknowledging the toast, said that his esteemed predecessor (Lord Carrington), Mr. Mort, and himself were old schoolfellows together at Eton, and he hoped that for many years to come the feeling would exist between every part of the Empire which would enable those who were small boys at school to work together when they grew up for the good of the whole Empire. In his opinion it seemed only natural that the Governor should be present upon the occasion of the launching of the Captain Cook, because if it had not been for a Captain Cook some years ago there would have been no Governor and no one else in the colony. A long speech

would not be in good order on that occasion, but the launch of a pilot boat was a matter of some importance to the colony, because if the commerce of a country like this was to go on improving it must be by taking advantage of every modern discovery. (Hear, hear.) There could be no port in the world superior to Port Jackson, and no great stretch of the imagination was required to conceive it one of the greatest in the world. They had before them the whole of the Pacific, with its islands and the lands of the East, that meant a marvellously increased trade, but to make the port popular they must take care that they would bring all the ships that came to them within the Heads in the best condition. That was no doubt a reason why it had been determined that for the future only first-class pilot boats should be used upon the coast. They must, however, remember that the shipping of New South Wales depended not only upon Sydney, but upon Newcastle, and it would be very wrong if they limited their efforts to one port and not share them with another port which had great claims upon the public. One of the first duties of any State was to take care that those working for them—those to whom they entrusted anxious duties—should be assisted in the performance of them by every means science could devise. They owed it to them and to themselves that they should determine that they would not be satisfied with what had been done in the past, but would try to bring in every possible new inven-

tion with what had been done in the past, but would try to bring in every possible new invention in order that New South Wales might be in the van. It was a matter of satisfaction to the directors to know that the work on the steamer was performed entirely in the colony, and that proved that they should use their own resources whenever opportunity offered. (Cheers.)

Mr. MANNING proposed "The health of the Ministry." He said that he knew that wherever Englishmen were assembled they loved to do honour to those men they had placed in power, and in whose hands the administration of the law had been securely placed. There could be no better guarantee for the good government of a people than that they should entrust their affairs to a Ministry whose personnel was such as they had in the present Government; but they must not forget that while those men were guiding the destinies of a country that was developing into a great nation, that there were great men years ago. It was men like Wentworth, Cowper, Denihy, and Dalley who had laid the foundation of their future greatness, and it must be a great satisfaction to the people of the colony to know that, following on the men he had named, the present and past Ministers were doing their utmost to follow the example set them. (Hear, hear.) In referring to the men who had helped to build up this country, he must not forget to refer to Sir Henry Parkes. (Cheers.) That great statesman had done a great work for, and had been an intense lover of, public liberty, and he was sure that many of them would take from him that same love of liberty, and he was sure he was justified in saying that the public liberty was safe in the hands of the present Ministry. (Hear, hear.) The work they had assembled to witness that day had been the combined work of many minds and hands, and the work they had seen was a type of what they might expect from the measure of conciliation introduced by the present Government, and if it were carried out in its spirit it would mean a greater advancement to this country than many people dreamt of. (Hear, hear.)

Sir GEORGE DIBBS, who met with a cordial reception, returned thanks for the manner in which the toast had been received. All he could say regarding the present Ministry was that they took office at a time of great financial and social difficulty, and they had endeavoured, by a large amount of personal sacrifice, labour, and patriotism, to faithfully perform their duties as the Government of the country. They had faithfully performed their duties, not turning to right or left—not doing homage to rich or poor—but fearlessly striving to preserve society, and maintain the colony in the forefront of Australia. (Cheers.)

Mr. SEE also returned thanks. He could only re-echo the sentiments of his chief, and say that every one of the Ministers had been actuated by the desire to preserve the interests of the country, and in every way they possibly could endeavour to discharge their duties in a way that would not bring discredit to themselves and the country. They were all deeply interested in the welfare of New South Wales, and every action of theirs was prompted by a desire to improve and benefit the country. So long as they remained in office they hoped to maintain that position, and he fearlessly said that when they were called on to retire, none of them would regret the action they had taken. (Hear, hear.)

Mr. R. E. O'CONNOR also acknowledged the toast. He said that the Ministry fully appreciated the great responsibility they had taken upon themselves, and they had fully determined to carry out what they believed would be in the public interest. (Hear, hear.)

Mr. J. H. STONEY, in proposing "The Parliament of New South Wales," said that he hoped with the new year members would turn over a new leaf and settle down to do some practical work. (Hear, hear.)

Mr. A. H. JACON responded on behalf of the Legislative Council.

Mr. W. A. MURPHY, in replying on behalf of the House of Assembly, maintained that if the session had been comparatively barren that was no fault of the labour party as they had at all times been in their places to carry on the business of the country. He said, as a man of experience, that in the past the pilot service of New South Wales had been a disgrace to the colony, as in the past they had never had a pilot boat able to go out of the Heads in any-

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grace to the colony, as in the past they had never had a pilot boat able to go out of the Heads in anything like rough weather. (Hear, hear, and dissent.) In Newcastle this deficiency had been especially pronounced, and through having no boat able to go out in a sea many lives had been lost.

Mr. GAYVAT also acknowledged the toast, and said that while all honour was due to the statesmen that had been named, they must not forget the eminent services of these gentlemen who had never coveted Parliamentary honours, and yet had done great service for the colony. Foremost amongst these was the late Mr. T. S. Mort, to whose enterprise they owed the founding of the great establishment they had seen that day. (Cheers.)

Mr. JOHNSTON also responded. During the course of his remarks the senior member for Balmain twice called a gentleman present a liar, and created some sensation.

Sir GEORGE DIBBS proposed success to the Captain Cook. He was glad to be able to pay a tribute to the enterprise of the late Mr. T. S. Mort, as he had a lively recollection of his being present at the launching of the present pilot steamer, the Captain Cook. Although he could not write a book entitled, "Fifty Years or Australian History," he reminded the audience that in 1857 or 1858 he was a member of the Chamber of Commerce, and unsuccessfully tried to get that august body to agree to the adoption of a steamboat for the pilot service. Again, in 1875, as a member of the Marine Board, he had moved a resolution for the same purpose, but it was defeated on the casting vote of the president (Captain Hixson); but within six months he moved a similar resolution, and it was carried. He therefore took no small credit to himself that the pilot service of Sydney Harbour was about the most efficient in the world, and that it was so was proved by the fact that since the steam service was originated there had been no loss of life in the Heads or just outside, although serious casualties had frequently occurred before then. He trusted that the vessel to whose success he was asking them to drink would have a long and prosperous career, and that it would do as great service as its predecessor had during the 17 years it had been in use. Mr. Murphy had complained that the pilot service of Newcastle was inadequate. He admitted that the port was entitled to be well served, and thought its wants would be well met by establishing the old Captain Cook at that port, to carry on the duties it had so faithfully fulfilled in Sydney Harbour. (Cheers.)

Mr. BEN returned thanks. He said he supposed he had been called on to respond to the toast because the Marine Board was in his department, and because he had given the order for the construction of the new Captain Cook. (Hear, hear.) He was sure that every one present could only have one feeling after overlooking those magnificent works, and that was a feeling of pride that they had in New South Wales an establishment capable of turning out such a splendid specimen ship, and every kind of machinery essential for carrying on the business of the country. His object was to do all he could to foster and promulgate the interests of the country, and he deemed it was the duty not only of Parliament but of every private citizen to encourage these great industries, and through their means find employment for the people. (Hear, hear.) The promoters of such an establishment deserved well at the hands of the people of this country, and the fact that they had invested £350,000 deserved the warmest commendation, and if the Government had work to be done they should have an opportunity of carrying it out. (Hear, hear.) As showing the increase of trade in this colony, he mentioned that the increase in trade during the last 40 or 50 years was phenomenal. From 1831 to 1840 the total number of vessels was 3428; the total tonnage, 703,592; the average annual number of vessels, 342; the average annual tonnage, 70,359; the average annual tonnage per ship, 233. From 1841 to 1850 the total number of vessels was 7429; the total tonnage, 1,580,311; the average annual number of vessels, 743; the average annual tonnage, 158,031; and the average tonnage per ship, 212. From 1851 to 1860 the number of vessels was 10,090; the total tonnage, 3,230,562; average annual number of vessels, 1009; average annual tonnage, 323,056; average tonnage per ship, 305. From 1861 to 1870: Total number of vessels, 17,995; total tonnage, 6,076,662; average number of

tonnage, 607,666; average tonnage per ship, 337 tons. From 1871 to 1880: Number of vessels, 22,293; total tonnage, 10,489,608; average annual number of vessels, 2230; average annual tonnage, 1,048,960; average tonnage per ship, 469 tons. From 1881 to 1890: Number of vessels, 27,411; total tonnage, 21,168,195; average annual number of vessels, 2741; average annual tonnage, 2,116,819; average tonnage per ship, 772 tons. In 1891 there were 3921 vessels; the total tonnage was 2,821,898; and the average tonnage per ship was 724. These figures showed an increase during the last decade of nearly four times as much as during the earlier period. (Cheers.)

Mr. INGLIS proposed "The Marine Board," and maintained that if they were to have the full measure of trade at their ports they must erect no barriers, but must throw down all barriers that would stand in the way of the ships of the world coming here.

Captain HIXSON, in responding, said that he thought Sir George Dibbs's remark about the difficulty he had had in inducing the Marine Board to adopt a steam pilot service must be taken *cum grano salis*, as his recollection was that the Marine Board

cheerfully adopted the proposal. The aim of the board was to do the best for the colony, and as they were a non-political body they acted without fear or favour, and in all things did what seemed to them best.

His EXCELLENCY, in complimentary terms, proposed "Success to Mort's Dock and Engineering Company." He said he had no idea that there was so extensive an establishment within a few hundred yards of Government House, and he was certain that there were few companies in the world so well fitted with modern appliances, although of course there were many larger establishments. The fact that they employed between 700 and 800 men, and paid on an average £2000 a week in wages was in itself proof of the importance of the industry. (Cheers.)

The CHAIRMAN, in responding to the toast, said that during the last 10 years they had paid £900,000 in wages, and their sheet last week was £1760. They had spent £270,000 for the land and works, and yet managed to pay their shareholders a dividend at the rate of 8 per cent. Although they would not make a profit out of the Captain Cook, it was necessary that they should have such works to enable them to keep their men together. (Hear, hear.)

After other toasts the proceedings terminated.

Sydney Morning Herald

Source: <http://trove.nla.gov.au/ndp/del/printArticleJpg/13889051/3?print=n>

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Source: <http://acms.sl.nsw.gov.au/item/itemLarge.aspx?itemID=186601>



Source: <http://acms.sl.nsw.gov.au/item/itemLarge.aspx?itemID=186600>

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Source: <http://acms.sl.nsw.gov.au/item/itemLarge.aspx?itemID=154292>



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Source: <http://brew.clients.ch/Capt.%20Cook%20II,%201927.jpg>



Source: <http://www.slv.vic.gov.au/brodie/gid/slv-pic-aaa48058/1/bs003290>
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Captain Cook 2 and Medway

State Library of Victoria Accession No: H99.220/2502; Image No: bs003295

Source: <http://www.slv.vic.gov.au/brodie/gid/slv-pic-aaa48063/1/bs003295>



Pilot on board Medway

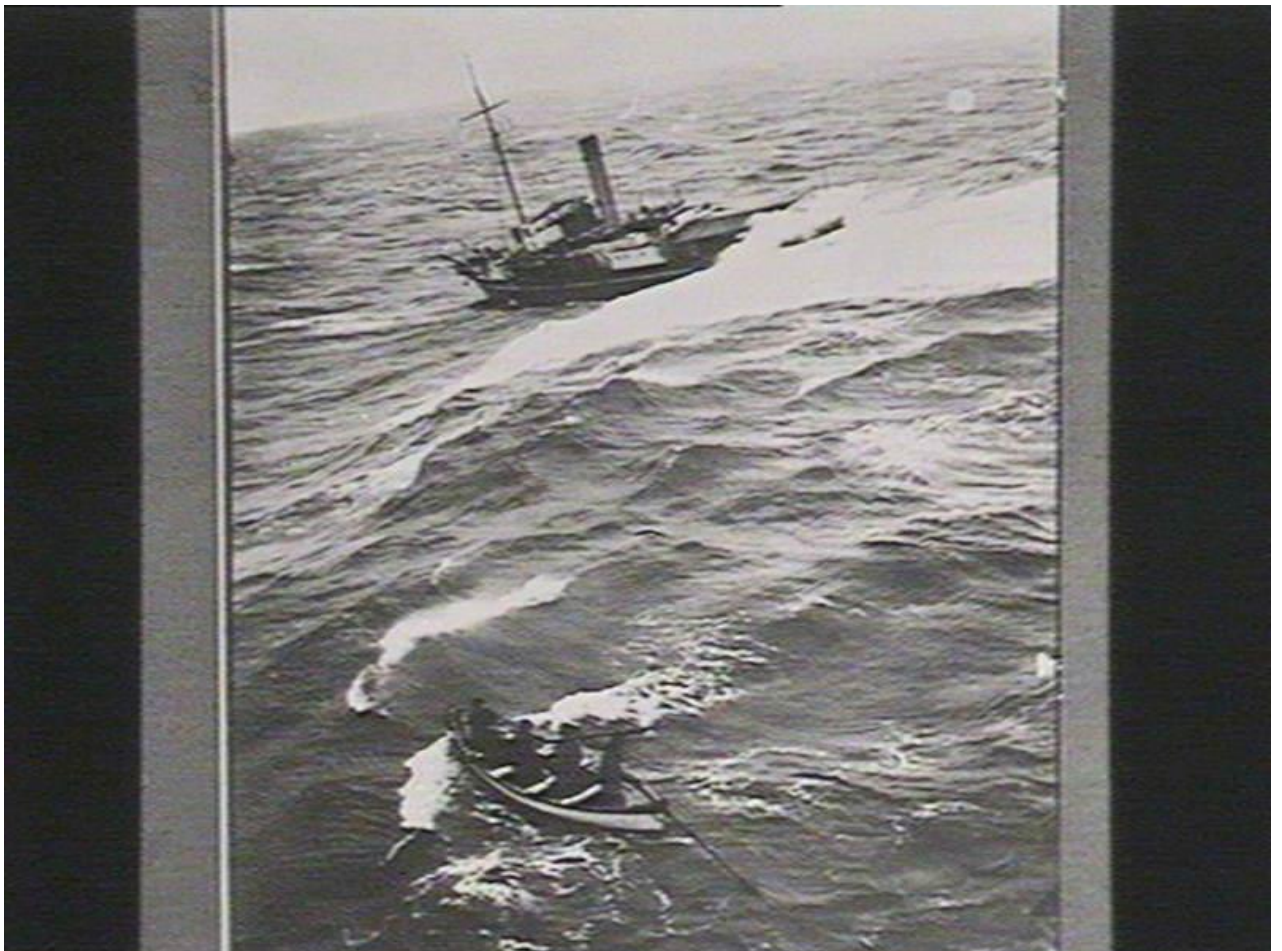
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Source: http://pamir.chez-alice.fr/Voiliers/Classe_A/Pamir/Tugs/Tugswe.htm#cc



Source: <http://acms.sl.nsw.gov.au/item/itemLarge.aspx?itemID=219785>

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Source: <http://acms.sl.nsw.gov.au/item/itemLarge.aspx?itemID=194015>



Source: <http://acms.sl.nsw.gov.au/item/itemLarge.aspx?itemID=222072>

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a length of 155.8 feet, a width of 25.2 feet, and a depth of 13 feet, had 1 deck, and 3 cylinder engines which could attain 85hp. Registered in the port of Sydney, she belonged to the N.S.W. Government.

Cook II was replaced by Captain Cook III in 1939 and renamed S.S. Captain Phillip, being employed during the Second World War as training vessel for the Army Water Transport Section. Her end came when she was towed 17 miles E.S.E. of Sydney and sunk with 4 charges of gelignite on 3 October 1948, at Lat. 34° Long. 151°.

Source: <http://www.ferriesofsydney.com/index.php?topic=1096.0>

A Grave for Pilot Steamer Captain Cook II, 1947

The following information has been transcribed from a newspaper article appearing in the [Sydney Morning Herald](#) on 3 October 1947, a copy of which is kept in the Mitchell Library in Sydney.

Tasman Grave For Veteran Pilot Steamer

By a staff correspondent

Towed ignominiously down the harbour in which, for half a century, she glided proudly to place pilots on every kind of vessel, from four-masters to motor-liners, the 55-year-old [Captain Cook](#) will be taken to her grave today.

With her inside torn out the former Captain Cook will be towed by the newest craft on the harbour, the Diesel tug Boray. Seven years ago she was renamed the Captain Phillip, and at Watson's Bay today she will pass the 10-year-old vessel now bearing her name and flaunting her figurehead of Captain Cook with telescope under his arm.

Captain Cook, alias Captain Phillip, will be executed for the crime of old age. In construction more like a yacht than a ship, she had no space for cargo or facilities for passengers. She barely provided accommodation for 12 pilots and a crew of 13. To put her in order would have cost as much as to buy a new vessel. Even if kept moored she would have had to be frequently surveyed and maintenance would have been expensive.

Such are the views of the authorities. Consequently it was decided by the Maritime Services Board and the Federal Treasury that she should be taken out and destroyed.

At 8 a.m. to-day the tug Boray will go alongside the Captain Phillip at Goat Island, and, so to speak, drag her by the elbow as far as Bradley's Head. At that stage of the funeral journey she will be allowed to drop astern at the end of a 720ft tow-line, which will tow her through the Heads.

By 1 p.m. this cortege of two will reach the burial ground 18 miles south-east from Macquarie Lighthouse. Here the Boray will launch a boat with two men aboard, one of them an explosives expert.

Before then, however, when the vessels are outside harbour limits, 20lb of gelignite will be placed at various positions in the Captain Phillip and cemented firm. Holes will also be cut in the bulkheads so that water can spread rapidly. Fuses, timed to burn for 10 minutes, will be led to the deck.

When the explosives expert goes aboard he will light the fuses and return to the Boray, which must stand by until the sinking, so there will be no drift to menace navigation.

Safety for Navigation

Before any ship can be sunk at sea permission must be obtained from the Deputy Director of Navigation, under Fishing Grounds and Sea Routes Protection Regulations, to ensure that trawls will not get tangled in the wreckage. The Deputy Director has, therefore, defined a ship cemetery in the following words, "...outside the 100-fathom line, within a circular area of five miles in diameter, with centre in latitude 34 degrees south and longitude 151 degrees 36 minutes east, with South Head Lighthouse bearing 299 degrees, distant 18 miles."

Captain Cook II (1892 - 1948)

In this graveyard lie H.M.A.S. Australia, an ancient American destroyer Matagalpa, sunk on Thursday, the old dredge Poseidon, and many other once well-known harbour craft, warships and other vessels.

Second of her name, Captain Cook was launched in December, 1892, and began pilotage duties in the following May. Before the north and south railways had been constructed, the Superintendent of Navigation journeyed in her to visit pilot stations on the northern and southern rivers, and the State Governor regarded her as his official yacht when touring north and south.

Until she was superseded by Captain Cook III in March, 1939, the Captain Cook carried out many rescues. Then she was moored at Snapper Island and, under her new name, Captain Phillip, became a training ship for boys who intended to enter the mercantile marine. From 1942 to December, 1944, training was given on her for prospective masters and engineers going on active service with the Army Water Transport Unit. In September of last year she became a training ship for Sea Scouts.

Early this year she was returned to Goat Island and stripped of all equipment.

[A picture of the vessel with the caption, "The former Captain Cook, when in service" accompanies the article]

Source: <http://brew.clients.ch/GraveCookII.htm#Grave>

Captain Cook II (1892 - 1948)

Captain Cook III

The third of three pilot vessels of the same name, Captain Cook was built 1939 by Morts Dock & Engineering Co., of Balmain, N.S.W., Australia, for the N.S.W. Maritime Services Board. Morts Dock won a tender in 1936 with the price of £1½75,000

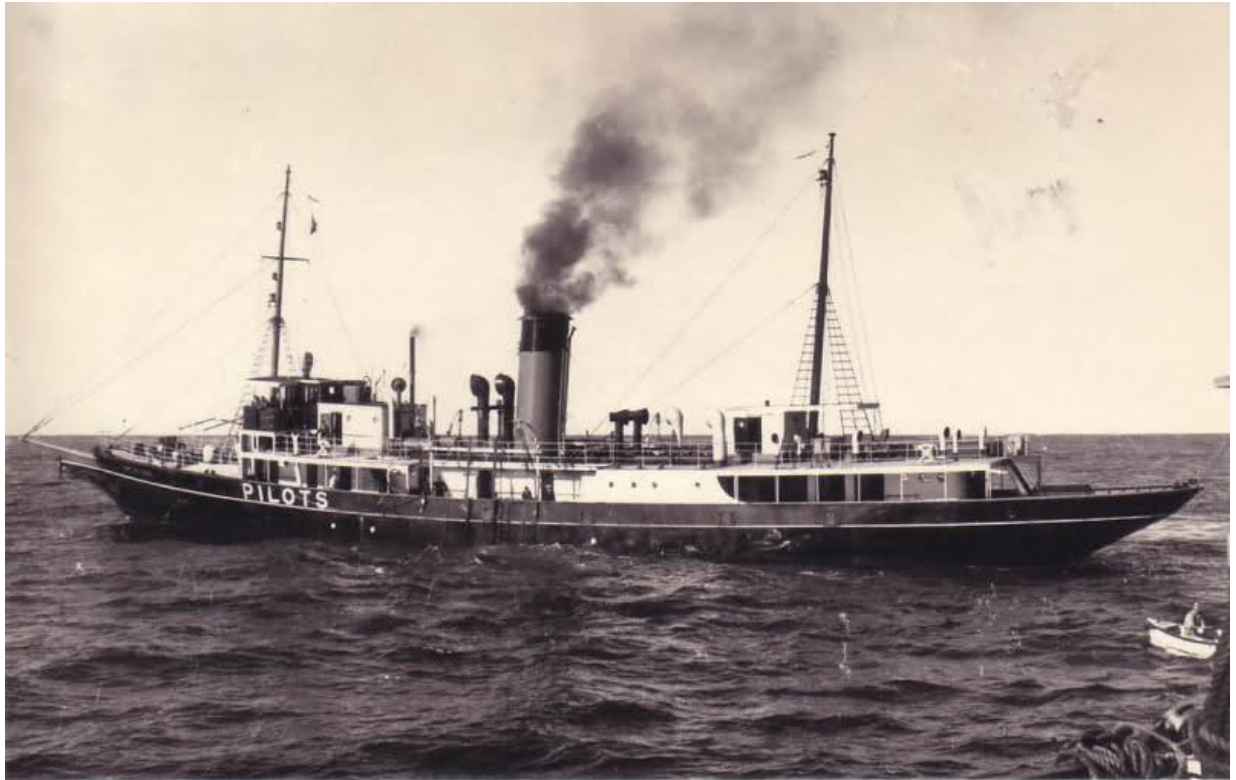
Cook III was to become Morts' ship no. 46, engine no. 447, and boiler no. 811. She was registered in the Port of Sydney and had a tonnage of 524 gross and 214 net. She had a length of 165.7 feet, a width of 26.6 feet, and a depth of 15.2 feet. She was built with 1 deck, and had a 3 cylinder engine capable of 165hp which could attain some 12 knots. She carried two boarding boats 18.8 feet x 6.0 feet x 2.1 feet, and a motor dinghy of 15 feet x 5.3 feet x 1.2 feet with a 3hp engine.

Cook III went into service in 1939 and was retired in 1959. She was sold originally as a tourist ship for the Mediterranean, but when this plan failed, she was scrapped and broken up in 1960.



Source: <http://www.ferriesofsydney.com/index.php?topic=1092.0>

Captain Cook II (1892 - 1948)



Source: <http://www.ferriesofsydney.com/index.php?topic=1092.0>



Captain Cook 2 and Captain Cook 3 – Source: <http://acms.sl.nsw.gov.au/item/itemLarge.aspx?itemID=188251>