The Queen Victoria is 964’ in length and 106’ in width with a draft of 26’ and weighs 90,000 tons. She was laid down on 12 May 2006 and was completed in the first quarter of 2007 and her maiden voyage was on 11 December 2007 from Glasgow to several ports in Europe and returning to Glasgow.

On her second world cruise in 2008/9 Queen Victoria visited Hobart on 17 February 2009 and has now replaced the Queen Elizabeth 2 which previously paid visits to Hobart each 2 years.
Maritime Museum of Tasmania
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Closing date for our next newsletter is the 16th July, 2009. Please lodge your articles by that date in the box provided at MMT, or email direct to studio@tasprint.com.au
Membership Fees

Categories of membership and annual fees effective each year 1 July to 30 June (including GST)

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Recently I spent three weeks on the mainland visiting Melbourne & Adelaide plus several country towns in both states and would like to relate to our readers one of the experiences I had which they might find amusing. I did, even though my footy team lost.

After the Saints v Swans night football game at Docklands Stadium I joined the huge mass of people heading to the railway station. The sign on Platform 13 read Frankston line, which was lucky for me because that is the direction I was being carried by the crowd, so I just went along with the flow. The train was at the station so I fought my way on board and even got a seat, which was most fortunate as I was able to see an illuminated sign listing the stations terminating at Sandringham. Wrong line!

I pushed my way thru the throng muttering “excuse me, I thought this train was going to Frankston” and was followed by about half the people on board who obviously were of the same opinion. The train departed and an announcement informed us that the Frankston line train was due at Platform 13 in five minutes. Right on time it arrived and once again it was a real ‘bun fight’ to get on board, which I managed to do.

After a few minutes there was a lot of muttering going on among the passengers and suddenly a mass exodus occurred as somebody called out “this is another bloody Sandringham line train”. With so many people getting off, while more and more were still arriving from the football stadium, it was impossible to push the crowd back and get behind the yellow safety line on the platform. Several times an announcement was made that ‘the train would not depart until everybody was behind the yellow line’.

Some ten minutes later 5 or 6 Connex staff arrived and they had to squeeze between the train and the safety line as they told the patrons to ‘move back’. This is what we were all trying to do but the growing crowd at the back were holding firm. Meanwhile the passengers on the train were getting angry and shaking their fists at those on the platform for delaying their departure. Eventually another squeeze thru by the Connex staff gained them a few inches and although some were still over the safety line the go ahead was given for the train to slowly leave the station. This brought a completely different response from all concerned with the crowd on the platform cheering and waving goodbye to those on the train who responded by clapping. It was great to see the Aussie camaraderie and sense of humour displayed in this manner, even the Connex staff were given ‘three cheers’. Moments later a third train pulled into Platform 13 and the way in which the multitude charged on board it was going to Frankston whether the driver intended to or not. Fortunately he was in complete agreement.

On the trip there was much mirth among the supporters of both teams regarding the ‘comedy of errors’ we had all witnessed which would have rivaled ‘Fawlty Towers’ if only it had been televised.

Footnote:- to Connex. As the majority of Saints supporters travel on either the Frankston or Sandringham line, you should consider running these trains from different platforms on match days.

Bob Petrass.
LETTERS TO THE EDITOR

Dear Bob,

I enjoyed the story submitted by Laurie Bahr, in your last issue, about Julie Andrews singing a comic version of ‘My Favourite things’ from ‘The Sound of Music’ when she appeared as a special guest in a Benefit concert on her 69th Birthday.

What a ‘Star’ she is, with so many wonderful performances in films over a long time.

I saw on the Internet that she received a standing ovation that lasted over four minutes followed by repeated encores.

My favourite of all her many great movies is Victor, Victoria, which I consider one of the best comedies ever made, followed by repeated encores.

I agree on all counts and isn’t it great to see that such a big star can ‘take the mickey out’ by singing a parody of one of her own greatest hits.

Karen Lee Wilson (Volunteer)

Dear Bob,

I thought with 2009 being a big year for Errol Flynn fans you might be interested in this article, which was published recently in ‘Mailbag’ an American Movie Buff Magazine.

Swashbucker Centenaries.

The year 2009 is the 100th anniversary of the birth of three different swashbucklers: Louis Hayward (born March 19, 1909), Errol Flynn (born June 20, 1909) and Douglas Fairbanks Jr (born December 9, 1909)

I am trying here in Melbourne to generate some interest in a celebration of Errol Flynn born in Hobart, Tasmania. The Errol Flynn Society of Tasmania are also busy drumming up support for some recognition of the local boy made good.

I’ll close with these immortal words, “Do not draw your sword, except to defend your honor, defeat your enemy, or protect your King.”

—Garry Stewart (Beaumaris, Australia)

Thank you Garry, besides being the centenary for these 3 famous swashbucklers it is also that of a much loved Australian actor who could never be described in that fashion.

A very ‘lay back character’ who appeared under his ‘stage name’ in his many films. (born on 26, March 2009)

Can our readers guess who he is? (answer page 23)

Bob,

Delighted and pleasantly surprised to read the story on the Taroona in your excellent magazine. Life proceeds at an even pace here in RSL Park, the fact that I have now reached the big NINEOH has a calming effect and I am almost at peace with the world.

I say almost because the one fly in the ointment is the fact that I have been unable to find a publisher for my Tasmanian book 30 I have 35000 words and 30 pix in need of a home.

Had I still been living in Tasmania I believe the Arts Council of Tas. would have helped.

It may be that I should donate the mss to the Tasmanian archives, I’m not really interested in making money from it but my admiration for the Tasmanians— as a people with some very special attributes—indeed, the ability to adapt are some of them (married to a Tasmanian may have influenced my thinking) The father-in-law too, a man who ran an orchard at Snug on land that was an original grant and his brother who fished in the ‘Foam and Frolic’ out of Hobart were exceptional in their ways. Old Herb could not read or write but give him some numbers to work with and he was a whiz!

Had many happy hours in Hobart sailing on Aud Palfreyman’s Matthew Flinders and at times on John Paynes Mistral, but people like Tommy Tucker the shipwright at St Helens with a son who went eventually to Sydney as a skipper of one of the ferries, they all ring bells in my head at times.

One memory of the Taroona, was a scene below deck in the saloon as we neared the mouth of the Tamar – tea and sandwiches, with the tea being poured from a white enamel teapot and the early morning ride from Beauty Point to Launceston.

Later on while at the Examiner I made several trips on the Seacat, still have memories of Ted Littley, Bob Rush, Peter Donaldson on the Flinders Island, King Island runs and The Scorn we heaped on the way the Government ships were run.

Once again thanks for the Taroona story, look after yourself.

—Regards Wal Davies (Frankston)

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Can our readers guess who he is? (answer page 23)
president’s message

Members often ask, “What happens in the Museum’s rooms upstairs beyond the Carnegie Gallery?” Many of you know that it is home to the administration office. However, a lot more happens in this crowded space where unseen artefacts are stored and Rona Hollingsworth and Peta Knott manage events and exhibitions with the help of volunteers. But it is the upstairs research library that may be a mystery to members.

Vice President Mike Webb, chairman of the library sub-committee, said, “I don’t like to think of it as simply a library but more as an information centre. We use our research resources to respond to up to 25 public requests each week seeking answers to maritime heritage questions.”

The library contains more than 40,000 images, hundreds of books, shipping registers, information files and a chart collection. In order to make the best use of the resources every item has to be identified and catalogued in a way that allows easy access. In addition, images on old or delicate media need to be scanned and stored electronically so that they are not lost forever. A dedicated group of nearly 20 volunteers works to improve access to the records and eventually hope to make the research information available to the community at large on the Maritime Museum’s web site.

The volunteers work in teams, the first team dealing directly with public research requests while others work on the massive Craike photo print collection, the O’May photo album collection and on other collections and negatives. Their results are often useful to authors needing photographs and may possibly be used, for example, by the editorial group working to publish Ted Michener’s Antarctic shipping book “Ice in the Rigging”. Yet another Maritime Museum library team works on the maintenance of the information files and document collection.

Projects in their early stages include a proposal to publish an illustrated book of our ship models including the story of each ship. Mike Webb has commenced a project to revise the Museum’s computer database and software in order to improve accessibility and public search ability. Finally there is a plan to regularly contribute articles for newspaper publication, the first being a series on Tasmanian One Design yachts.

The library volunteers toil away upstairs, meeting the constitutional objects of the Maritime Museum which include “to foster and encourage knowledge of Maritime history and to undertake and to encourage research into Maritime history and the publication and production of papers, articles, books and electronic information, records and material thereon”.

Colin Denny

From the Brig...

Enclosed with this edition of Maritime Times is a pamphlet giving details of the forthcoming National Conference of the Oral History Association of Australia (OHAA) to be held at the Tram Shed in Launceston from 17th to 20th September 2009. Jill Cassidy, of the OHAA invites registrations for the Conference and adds the following notes:

“For the first time in fourteen years the national conference of the Oral History Association of Australia will be held in Tasmania. Islands of Memory: Navigating Personal and Public History will be held in Launceston 17 - 20 September 2009. Fifty-five speakers will cover a myriad of different topics, including the Anzac tradition, sound recordings of childhood, indigenous memories, and fact v. fiction in oral history. Tasmanian topics include Hydro Tasmania, the Central Highlands, Launceston Church Grammar School, Professor Theodore Thomson-Flynn (Errol’s father), and Home Hill, Joseph and Enid Lyons’ house in Devonport.

“The keynote speaker is Richard Whiteing from Robben Island Museum, talking on ‘Remembering Nelson Mandela on Robben Island’. This is a once-in-a-lifetime opportunity to hear the inside story (literally) of Nelson Mandela’s time in prison, where he went from an ordinary prisoner to a person admired and consulted by not just the other black inmates but also the white wardens”.

By Mark Hosking

DONATIONS

We thank the following members for their very generous donations and continued support of the Maritime Museum.

Norm Dean
Tom Murdoch
This museum is in a former warehouse by the Albert Dock, but the entrance is from the Canning Dock side. Inside we go up the stairway to board our ship (the entrance is formed from the hull of a 9000 ton cargo passenger liner) to "Lifelines", the essential services provided by merchant ships and seafarers. A dramatic display on the Battle of the Atlantic in WWII is illustrated with visual and sound effects and interactive exhibits, including recorded interviews with seamen. A model showing the arrangement of a typical convoy demonstrates how extensive these were. Unfortunately the company of many ships did not guarantee rescue if one was sunk for all ships were instructed to scatter at speed if one was attacked and not stop to pick up survivors in the water, even the children from the Benas, torpedoed while carrying 100 child evacuees to America. The next gallery illustrates travel by sea, cargo, the life of a seafarer and the trailing ships. Exhibits show the way cargo was stowed: in barrels in old sailing ships or modern containers and visitors can try their hand at correct stowage.

Up to the next floor (by lift) to "Builders of Great Ships", showing the development of ship building and of steam engines, including a 1900 steam paddlewheel engine. What a lot of space those steam engines and boilers took up and what an enormous amount of coal they burnt! This floor also houses a display of maritime paintings, figure heads and ship models and usually a temporary exhibition, which in 2006 was on the cotton trade.

On the third floor "Safe Passages" shows the development of aids to mariners to negotiate the hazards of the Mersey approach to Liverpool Docks, such as charts, marker buoys (originally wooden like barrels), pilots, tug boats, navigational instruments and lifeboat and salvage services. Next one of my favourite galleries: "Floating Palaces", the great liners with their magnificent saloons and luxury staterooms, contrasted with the more basic accommodation for third class passengers and crew, and such sad relics as a lifejacket from the Titanic, a deckchair from Lusitania and, a recent acquisition, a stewardess' apron worn the night the Titanic sank. Again the interactive exhibits include recordings of comments from survivors.

Up to the fourth floor cafe (open 11 am - 4.30 pm) and a nice lunch, while looking down at the Albert Dock from the cafe windows. On the way to the cafe, through a display of Liverpool pottery, windows look on to the Canning Dock, where special visiting boats sometimes berth, such as the Endeavour Replica when she visited a few years ago. The day I was there in May 2006 two naval patrol boats, in for Navy Week, were just leaving. On the 4th floor is also the theatre where lectures on maritime and museum subjects are regularly given, some arranged by the Museum and some by the Friends of the Museum (who, by the way, have an office on the quay in Mermaid House where they are happy to meet visitors, especially members of similar organizations). There are also regular activities arranged for children.

Back downstairs: on the ground floor is the Customs and Excise Museum on the history of smuggling, the problem of endangered species or fakes and the role of modern customs officers. This is particularly interesting for children as there are many interactive displays: spot the suspect traveller or search a ship's cabin for hidden contraband.

In the basement "Emigrants to a New World" is of particular interest to Tasmanians as many of their ancestors travelled via Liverpool. Also in the basement is "Transatlantic Slavery". Both these galleries are about to be reorganised.

A Maritime Archives and Library on the second floor holds Liverpool registers of merchant ships, records of the Mersey Docks and Harbour Co., shipping company records (but not Cunard which are at Liverpool University), seamen’s charity records etc. and a library of maritime books including Lloyd’s Lists from 1740. The Library is open Tuesday - Thursday 10.30 am - 4.30 pm and ill is required.

On the quayside the pilot boat, Edmund Gardner is open to visitors from April - October. She could carry up to 30 pilots in some comfort and was stationed at sea for a week at a time (now pilots are stationed at Point of Ayr on the Welsh coast). The three masted schooner De Wadden, the last sailing vessel to trade to the Mersey, is being restored by volunteers. The tug Brocklebank is also usually berthed. On the dockside is a propeller from the Lusitania. The old pilot building now houses a Museum of Liverpool: Life. The Piermaster’s house next door is also open to visitors.

Near the entrance to the docks at Pierhead a ferry still crosses the Mersey, although most people now travel by the Mersey Rail underground (James Street is the station for Pierhead and the Maritime Museum). The Albert Dock behind the Maritime Museum, like Salamanca Place, now attracts visitors with shops, pubs, restaurants, the Tate Modern (very modern art), the Beatles Story and a hotel.

There are several museums and art galleries in Liverpool, including the Conservation Centre, Whitechapel, which is of especial interest to people connected with museums. As well as a general exhibition on conservation, special tours to laboratories are available.

Most of Liverpool’s museums are or have been undergoing some reorganisation in preparation for 2008 when Liverpool will be "Culture Capital" and there will no doubt be special exhibitions and activities. Robyn Archer was appointed organiser (but resigned in July 2006).

By Shirley King
S.V. May Queen Report

News: New website is up and running. www.svmayqueen.org

The Summer Season has been very busy. The volunteers of the May Queen Club have assisted greatly on Saturdays and cruise ship days. The Thursday afternoon group continues with rope maintenance, etc. We found that the passengers from the Millennium were the most interested in the restoration program.

The Wooden Boat Festival brought us over 1000 visitors on board.

Two market days have been held and were quite successful. Many thanks to all those who donated goods and who gave up their time.

A Thank You BBQ was held for Club members despite the Tasmanian weather. How many marshmallows can you toast in one go?

Do you know of any anecdotes on the Queen? We are very interested. Tell Bob Chesterman.

We are offering talks on the development of our special Tasmanian ketches followed up by inspections to groups, day or evening, particularly during Heritage Month.

Bookings Ph. 62231621

If you are looking for a venue for a wedding, wake, birthday, cocktail party, whatever, please call us.

How do you know when we are open? You look to see if our blue and white flag is flying and also the helpful volunteers behind the desk in the Maritime Museum will know.

See you on the dock,

Mary Marsh
Neptuna and her sister Merkur were built for a small German shipping company in 1924 by Fried Krupp of Kiel. Her owners operated as the ocean link from Flensburg a small port on the Baltic Sea. When launched they were named as the Rio Bravo and the Rio Panuco and could carry about 90 passengers and a large amount of cargo on a service from Hamburg and Southampton to Vera Cruz, Tamico and Galveston in Texas. For several years they enjoyed great success on this service.

By the start of the Thirties it was clear the service was in decline and both ships spent periods laid up and in December 1932 they were withdrawn from service and put up for sale. At this time Burns Philp was looking for additional tonnage for their service to Singapore and inspected the pair but decided against purchasing them. They remained idle until 1934 when the famous German shipping company Norddeutscher Lloyd bought them intending to use the two ships to reopen their service from the Far East to Australia that had been so successful before the first world war brought it to an end. The ships were refitted with four suites and a swimming pool and accommodation arranged for 85 first class passengers and 20 second class passengers. Rio Bravo was renamed Merkur.

January 1935 Burns Philp agreed to purchase both vessels. Merkur gave her owners very good service over the years but Neptuna (she had changed her name in 1935) suffered from a series of engine problems over the years.

In December 1941 Neptuna was sent to New Guinea to begin evacuating women and children from New Guinea until January 1942 when she was sent to Darwin arriving in the port early in February 1942 with a mixed cargo which included several hundred tons of depth charges and also some TNT stowed in No. 3 and 4 holds.

Due to congestion in the port she lay out in the harbour for several days awaiting a berth to become available but in the early hours of the 19th of February was able to come alongside with the Adelaide Steamship Company’s Barossa on the other side of the jetty. Neptuna was unable to move as her engineers had begun repairs on her engines. Fully aware of the cargo aboard Neptuna those who survived the initial attack hurriedly abandoned ship and frantic efforts were made to tow the Barossa away from the jetty. Minutes later Neptuna blew up smoke and flame rising over three hundred feet into the air with debris being scattered over a wide area of the harbour and docks.

In 1959 the remains of Neptuna were salvaged by the Fujita Salvage Company of Osaka.

Prepared for publication by Laurie Bahr
Volunteers explore Hobart’s damp underground

On March 18th an intrepid group of Maritime Museum volunteers descended into Hobart’s rivulet and explored the city’s damp underground history.

Amongst the modern graffiti art was the historical evidence that shows just how old this subterranean waterway is. Beautifully constructed tunnels of convict brick contrast with the more utilitarian and recent cement floors. But of most interest to the volunteers were the stories of the people who built the rivulet that was once only fit to be a sewer. Also, looking up above, are the stories of the buildings around the rivulet that depended on the water it brought and the waste it took away.

Wearing hard hats and carrying torches, the volunteers enjoyed a careful stroll through the slippery stories of Hobart’s historic rivulet. This is just one of the many tours and special events that the Maritime Museum offers to its volunteers. The next excursion is to the Anglesea Barracks on Wednesday 20th May. All volunteers are welcome to come along.

The Maritime Museum is always looking for more volunteers. Call 6234 1427 to become a volunteer.

By Peta Knott

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**Recommended from our Book Shop**

In our previous issue we showed this picture of four youngsters enjoying their voyage on the TAROONA. We wonder if any of our readers recognize any of them or if they saw the article in the MTT themselves. It would be interesting to recall their memories of this trip all those years ago so if you can help us locate any or all of them drop us a line.- Ed.
Public lunchtime talk series

Some members may have attended one or two of the Maritime Museum’s public lunchtime talks held in the Royal Society Room, Tasmanian Museum and Art Gallery. We have held four talks so far and they have been on the first Tuesday of every second month.

However, the museum has such a line up of speakers that they will now be held every month. Don’t miss out on some fascinating guest presenters on illuminating topics!

Upcoming public lunchtime talks

2nd June Michael Turner,
Curator of the Nicholson Museum, University of Sydney.

7th July Stefan Petrow
Senior Lecturer, Department of History and Classics, University of Tasmania
“The Story of the Shiplovers’ Society”

4th August Graeme Broxam,
Acclaimed maritime researcher and writer
“Bass Strait Shipping and the City of Melbourne”

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Port Hobart (1946)

Prior to the war Harland and Wolff had built a number of fast motor – cargo liners for the Shaw Savill Line. After the outbreak of hostilities, the Shaw Savill Line prototype was adopted for a number of ships constructed by the same builders, including four ordered by the Merchant Shipbuilding Department of the Admiralty. These builders had specialised in high-class diesel tonnage, which both their Glasgow and Belfast yards had been suitably equipped to handle. Vessels built included The Empire Grace (later Wairangi) and Empire Hope for the Ministry of War Transport and for the Shaw Savill Line, The Waiwera and yard No. 1091.

The company had ordered yard 1091 in December 1940, on lines similar to the Waiwera (1944). Laid down in August 1941 the hull was taken over on the stocks by the Admiralty and finished as the Escort Carrier HMS Campania in 1944. She distinguished herself in convoy protection work in the North Atlantic and after the war was retained by the Royal Navy. She was converted to a floating Exhibition Ship for the 1951 Festival of Britain, and in 1955 was broken up at Blyth.

The Sister of the Port Hobart was the Empire Star (1946) – the Blue Star Line. To replace some of the refrigerated tonnage lost during World War 2 the Port Line acquired the Empire Wessex in 1946 and renamed her Port Hobart. Her new owners upgraded her refrigeration capacity but she retained her originally planned accommodation for 36 Saloon passengers and 92 Tourist Class passengers.

It was clear at the time of her building that demand for passengers to Australia and New Zealand would be heavy for at least five more years. Similar arrangements were made on Shaw Savill’ Waiwera and Wairangi: and the Blue Star Line Empire Star (The Empire Mercia)

Early photographs of the Port Hobart can be distinguished from the later photos by the large number of lifeboats provided.

In May 1950 the Port Hobart went back to Belfast where the passenger accommodation was removed and her cargo handling gear increased.

The Port Hobart continued to give good service until she was caught up in the container revolution

Prepared for publication by Laurie Bahr
Shipwrights Arms Hotel

(Established 1846)

29 Trumpeter Street, Battery Point
Phone: 03 6223 5551

Situated in the heart of historic Battery Point, “Shippers” is lined with a unique collection of Tasmania’s past, both maritime and historical

Owen Humphries (Licensee)

A traditional old English corner pub, filled with history, tradition, and pride including photographs of every ‘Sydney to Hobart’ winner
Those who have been to the museum in the last month may have noticed an unusual exhibition. Just near the exit from the galleries, there was a display case that contained what some people might consider—rubbish! But as always, there is a story behind the museum display. And the story begins…. 

"It be March in the year two thousand and nine and t’fearless Rear Admiral Hamish and Commodore Andy1 embarked on a long and dangerous voyage on Taullly Shore2 from t’Mainland to the Tasmanias. They came to celebrate that their radio show could now be heard on this fair isle’s airwaves, and they brought us gifts and fair treasures in a chest overflowing wit’ booty.

Arr, me hearties, the chest be filled t’brim with exotic trade beads and jewellery of dubious origin. Gambling trinkets, pastimes and diversions to please any sailor stuck in t’doldrums3. Maritime munchies for instant energy during long watches, tools of the trade and miscellaneous memorabilia4. But most importantly, the chest contained the prized tapes of past Hamish and Andy Shows!

These valiant sailors bestowed the chest upon our grand and glorious Lord Mayor Valentine. He decreed that t’chest be displayed in the shiver-me-timbers institution o’ the Maritime Museum so that all peoples of t’Tasmanias could enjoy the bounteous gift from t’Mainland. The booty be then auctioned to the salty sea dog with t’most sacks o’gold. All gold bullion raised going to the Choir of High Hopes, arr…!

But that is not the end of the story. The treasure chest was displayed for a month with much advertising on 7HOFM. During that time there was a noticeable increase in visitors of a younger age group, a demographic we are encouraging to visit the museum more often. The exhibition also raised a significant amount of money for the Choir of High Hopes as well as raising the profile of the museum. So sometimes it does pay to have a pirate with a treasure chest hanging around…!

1 Hamish and Andy are a comedy duo and host an afternoon radio show broadcast nationally but on 7HOFM in Tasmania as of January 2009.
2 Normally known as Windward Bound
3 Cards and dice, a musical instrument, fishing equipment
4 Cat o’nine tails, anchor, marine air horn

STARRING ERROL FLYNN
— IN PERSON

There had been a tall fellow of my own age at Kokopo when I arrived there in 1927, and he now appeared in Salamaua. His name was Errol Flynn. The soubriquet Flynn had been appointed a Cadet Patrol Officer at Kokopo, and he told me then that he had arrived in New Guinea in a friend’s yacht. He was a handsome youth, who appeared to have a wise head on his wide shoulders. We forgave him the white jodhpurs that he affected when we found he played a good game of tennis.

Flynn at Kokopo was apt to play the pimpy when drunk as being boastful of their fighting ability. A drunk would pick on Flynn and then the fun would begin—for Errol Flynn really could box. After the first two or three of these displays I rather disliked the others, but there was one occasion when I did admire him for stepping in to protect a small man against a bully. It was done in the most dramatic style, and all of us should have foreseen that he had a movie career ahead of him. There was the noisy bar, the crowd of onlookers, the challenge—and the hero knocking the local-mounted one cold, right on cue.

Here at Salamaua in 1933 Errol Flynn was at deceiver as ever, but broke. He was not with the Administration—he had resigned while he was still at Kokopo. He had been recruiting native labour and he had tried his hand at goldmining, but he was unsuccessful at neither.

To keep going he had borrowed, from many of the generous miners, and owed money everywhere. Quite a few pounds were owed to the local dentist, Eric Ween. These matters were no concern of mine, of course, but when half-a-dozen natives who had worked for Flynn it was complained to the District Office that their wages were still owing. I was asked to go along and see what could be done.

Flynn was magnificently optimistic.

‘You don’t have to worry about a thing,’ he said. ‘I am just waiting on some money that’s owed to me in Australia. And there are a few cheques due locally in a day or two. By the way, I suppose you’ve heard of Elstone Studios in England? I’ve been offered a contract—cash in advance—and I’m thinking of accepting.’

I kept after Errol for several days. He was charming, and his optimism was unbounded. Finally he paid up—to my surprise.

Except from chapter 13 J. K. McCarthy’s book “Patrol into Yesterday”
Published 1963
Submitted by Bill Nicholson
Notes from the Curator

I wonder how many Museum members remember the 1953 Royal Visit when the Gothic brought a young Queen Elizabeth and Prince Philip to Hobart. We recently received a fascinating collection of items relating to the Royal Tour from Donald Clayton who was one of four radio operators on the Gothic.

A map of the tour is dated 1952 but three telegrams telling the ship’s company of the King’s death, expressing the crew’s sorrow, and a reply from Princess Elizabeth, explain why this original tour was cancelled. The tour, which eventually took place in 1953-1954, is documented in maps, a bound itinerary and stories published in Marconi and Navy journals, and Hobart and London newspapers.

A photo of the Royal couple with Gothic’s crew shows Donald Clayton in the front row while his passport, radio operator’s certificate and other items also commemorate his time on the vessel. On a personal note, handwritten comments in the itinerary lend support to the view that a sailor (or radio operator) has a girl in every port!

You can see a few of these items on display in our ‘recent donations’ case. Sometime in the future we hope they might form the nucleus for a small display about Royal Visits - so please write down or tell us of your experiences with Royal Vessels and Royal Visits to Hobart. (Did you know that the Prince Regent, represented by an excellent model in our main display, was once a Royal Yacht?)

Our current display in the temporary gallery is On the Waterfront which opened on May 3 in time for Heritage Month. The exhibition, which traces the development of the port, includes many photographs from our collections, extracts from interviews, as well as short anecdotes supplied by our members.

Thanks to everyone who helped with the display, especially Audrey Hudspeth whose research provided a solid basis for the text; Rex Cox who helped to date and identify images and joined me on various rooftop forays to obtain modern images; and Jonothan Davis and John Copeland for providing the interview recordings. We are also indebted to Arts Tasmania for exhibition funding and to Jess Atkinson of TMAG for the design and printing of display panels.

By Rona Hollingsworth

What’s On

Water – Our Island’s life force
Heritage Month - May 2009
During Heritage Month, the Maritime Museum of Tasmania will be open as usual, but with new exhibitions and special events to highlight the importance of water in Tasmanian life.
Maritime Museum opening hours 9am-5pm daily

New Exhibitions
“On the Waterfront”
View an exhibition about Hobart’s waterfront industry and its colourful characters.
Temporary Gallery of the Maritime Museum

Historic films on the water
See how water has been the life force of Tasmania by viewing rarely seen historic films. Films about lighthouse keepers, Hobart regattas, the fishing industry and shipwrecks will be screened throughout Heritage Month.
Gallery Two, Maritime Museum

Special Events
Waterfront treasure hunt
Explore the port of Hobart searching for historical clues while learning the history of the waterfront. Pick up your treasure map from the Maritime Museum for a chance to win prizes.

May Queen
Tasmania’s oldest trading vessel built in 1867 and used in the timber trade for over 100 years. Open for tours 10am - 4pm every Saturday in May (weather permitting).
Constitution Dock
Captain Fell’s Historic Ferries
6223 5893 (Franklin Wharf Hobart)

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On the GrapeVine

Recently I was ‘browsing’ in one of Dan Murphy’s huge liquor stores, some people like to browse thru book shops, antique shops or even cemeteries, but I find it most uplifting to look at all the bottles containing such delicious ingredients. The one thing I have never been able to do was leave empty handed as there is always something that proves too much of a temptation for me to resist. This time it was a superb ‘very old muscat’ from the wonderful Rutherglen area, which produces such wines that are the envy of the rest of the world. Sometimes we forget about the Ports, Tokays, Sherrys, etc. which are the gems in the crown of this area and concentrate on the excellent reds and whites from wineries such as Brown Bros. Some of the wineries making fortified wines in this area date back as far as the 1850’s. Morris, All Saints, Bullers, Baileys, Campbells, Chambers Rosewood and many others are often ‘out of sight out of mind’ but once they grace our palate again one bottle is not enough.

At least that was my experience on this occasion.

Enjoying such a mellow drop often brings back memories and one which occurred to me was a very funny joke told by the great Jim Hardy some years ago. It was about a group of Irish paratroopers learning the jump drill.

The instructor told them to follow these instructions.


They rehearsed and jumped.

“Whew” said the instructor, shutting the door, that was the worst mob I ever had to teach.

Just then there was a thunderous knocking on the door hatch. He opened it to find one of the Irish soldiers hanging on for dear life.

“Hey” he cried, what was the name of that Indian again?”

Stop Press.

The 2004 vintage Grange Hermitage has been released by Penfolds and at $549- a bottle is sure to sell fast as critics say this latest release is the nearest to perfection in the last decade. At the launch on 1st May, droves of wine lovers braved the cold and queued at Penfold’s cellar door willing to pay $70- a glass for the experience.

Now, shock, horror.

Fosters are producing a crisp dry white and a shiraz cabernet in green plastic bottles which they claim will be environmentally friendly by reducing greenhouse gas emissions by 29%. They will sell for $17- a bottle, but drink it quickly, it’s shelf life is just 12mths.

Now, good news, from our scientists.

A study of some 1400 middle-aged men found regularly drinking wine boosts longevity. It showed that wine was linked to lower risk of death from all causes, including stroke and heart disease. They concluded that half a glass of wine a day, can add almost 5 years to your life. *You beauty, on that calculation I added some 50 years onto my life at a party last month.*

Hello Sailor

Bread and Butter Pudding

Serves 4-6

**Ingredients**

6-8 slices of white bread
2 medium eggs
30g butter
600ml milk
2-3 teaspoons ground cinnamon
6 tablespoons dark rum
1 very ripe banana
3 tablespoons brown sugar
55g raisins or sultanas
grated rind & juice of 1 lime

Choose any bread other than a sandwich loaf as this is too thin and will end up as mush.

Butter the bread lavishly and discard the crusts. Sprinkle with cinnamon and cut into thin strips.

Peel and slice the banana and mix together in a small bowl with the dried fruit, rind and juice of the lime.

Cover the bottom of a buttered ovenproof dish with the bread and butter strips and then sprinkle over the banana mixture. Repeat layers finishing with a layer of bread and butter.

Crack the eggs into another bowl and lightly beat in the milk, rum and sugar. Pour this custard over the bread and butter mixture and leave to soak for about 30 minutes, pushing the top layer under the liquid from time to time until all the liquid is absorbed.

Bake in a pre-heated moderate oven (180C/350F) for about 40-50 minutes, or until the custard is set and the top is golden brown.

Serve when the pudding is warm with a generous helping of whipped cream to which you have added another tablespoon (or two) of the dark rum.

Many thanks to MMT member Kim Newstead for submitting this nautical recipe from “The Sailing Cook-Book”

‘Lucky Pierre’ will return next issue after enjoying a ‘gastronomical’ holiday on the North Island.
Thank You

Our Australian Wooden Boat Festival edition was so popular we had to ask Ricoh to print more copies urgently, which they did at no cost to MMT.

Pirates and the politically-correct

Children's pirate games are prohibited while real pirates are left alone, says Hal Colebatch.

That old sea-dog Sir John Hawkins has felt the wrath of the guardians of political correctness. A government-funded multiculturalism watchdog, the Plymouth Council for Racial Equality, attacked a pub near Hawkins's birthplace in Plymouth being named after him. The reason was not that Sir John had the depraved habit of cutting out the occasional Spanish treasure-galleon he happened across, but because he was a slave-trader. However, the two do tend rather to go together—the Royal Navy historically played the major role in wiping piracy and slavery out. It has not been all bad news for pirates, however. This stern and prohibitive attitude towards children playing pirates was offset by the government's benevolent policies towards pirates of a somewhat different kind. Those operating off the Somali coast, for example, which is now considered the most dangerous water for piracy in the world. In the second incident in a few days, pirates with AK-47s and rocket-propelled grenades hijacked a big Spanish trawler, the Playa de Ballos, whose crew probably thought that they were being more than 200 nautical miles out to sea (Sir John Hawkins and Bloody Morgan would probably have approved both the target and the technique).

The crew of the merchant vessel MV Fario stood on the deck after a JS Navy request to check on their health and welfare. The Iranian-flagged cargo ship, owned and operated by Kajiki Shipping, Ukraine, was seized by pirates on September 14 and forced to anchor offshore the Somali coast. The ship was carrying a cargo of Ukrainians 1,372 tons and related military equipment. U.S. photo.

The RN has been told not to detain pirates in case their human rights are breached.

The pirates have considerable advantages over their opponents, a couple of crewmen's staircases, electronic money transfers and the Internet help hide the ransom payments and also to let the pirates get quickly what their prisoners are worth. Anyway, it appears that the British government's solution to the problem is to let them be.

Julian Strazzer MP, the Conservative shipping spokesman, said: "These people commit horrendous offenses. The solution is not to tax a billion dollar but to turn them over to the local authorities. The conviction on human rights quite rightly does not cover the high seas. It's a pathetic washing up of what our legal system has come to."

Hal G. P. Colebatch, a lawyer and author, has lectured in International Law and international Relations at Notre Dame University and Edith Cowan University in Western Australia and worked on the staff of two Australian Federal Ministries.
DID YOU KNOW...

TASMANIA WAS THE FIRST IN AUSTRALIA TO HAVE:

<table>
<thead>
<tr>
<th>Event</th>
<th>Year</th>
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<tbody>
<tr>
<td>Tattslotto</td>
<td>1896</td>
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<tr>
<td>Electric street lighting in Launceston</td>
<td>1895</td>
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<tr>
<td>Telephone call – between Launceston &amp; Campbell Town</td>
<td>1874</td>
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<tr>
<td>Parking meters in Collins Street, Hobart</td>
<td>1955</td>
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<tr>
<td>A game of golf – Launceston</td>
<td>1827</td>
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<tr>
<td>A game of lawn bowls</td>
<td>1845</td>
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<tr>
<td>A case of Rabies</td>
<td>1867</td>
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<tr>
<td>Enact legislation to protect native animals</td>
<td>1846</td>
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<tr>
<td>Daylight saving</td>
<td>1970</td>
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<tr>
<td>A legal casino – Hobart</td>
<td>1973</td>
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<tr>
<td>A trout hatchery – Salmon Ponds</td>
<td>1864</td>
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<tr>
<td>A compulsory state education system</td>
<td>1868</td>
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<tr>
<td>Floating Bridge of its type (dismantled 1966)</td>
<td>1939</td>
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<tr>
<td>Whaling Station, Ralph’s Bay</td>
<td>1805</td>
</tr>
<tr>
<td>An agricultural Society</td>
<td>1821</td>
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<tr>
<td>An Australian to work in Antarctica, L.C.Bernacchi</td>
<td>1886</td>
</tr>
<tr>
<td>A novel published ‘Quintus Servinton’ by Henry Savery</td>
<td>1831</td>
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<tr>
<td>A special authority to manage parks/reserves</td>
<td>1915</td>
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**England.** The risqué images of women that have decorated British war-planes since WW1 are no more. Although there have been no complaints from the five and a half thousand women in the RAF, the Ministry of Defence has decreed that these images could be offensive to some female personnel. The ‘nose art’ images have been scrubbed from aircraft currently launching daily air strikes against the Taliban in Southern Afghanistan. The practice of painting Hollywood movie stars gained popularity in WW11 with stars such as Rita Hayworth, Betty Grable and Jane Russell prominent on British bombers heading for Germany. One top model described the images as ‘harmless fun which was flattering to those chosen and something nice to take the airmen’s mind off things for a while.’

There was also concern that the images could be offensive to a country where all women are forced to wear a head-to-toe Burka in public.

*How can ‘nose art’ be ‘on the nose’ if it boosted the moral of our brave men?*

---

**knot so hard**

*a series by Frank Charles Brown*

**No. 13**

**Bowlie round a Post or Person**

Tying a Bowlie round an object requires a different technique to that normally used to tie the knot.

1. Pass the Working End round the object as in Fig 1
2. Make a Half Knot as in Fig 2
3. Bring the Working End across and draw taut so as to make a Half Hitch in the Standing Part, with the Working End located within as in Fig 3.
4. Take the Working End around the Standing Part and back through the Half Hitch as in Fig 4.
5. Adjust for size as required and draw down to make snug as in Fig 5.

---

100 years ago if anyone suggested a black man would one day be President of the USA, they would have been told ‘and pigs might fly.’ Now, 100 days into Barack Obama’s presidency we have swine flu! How times have changed. *(a suggested cure, apply oinkment to the rashers.)*
Don’t let your business get caught in stormy conditions!

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A young ventriloquist called Bernard is touring the clubs and one night he is doing a show in a small town in Arkansas.

With his dummy, Joey, on his knee, he starts going through his usual dumb blonde jokes, when a blonde woman in the 4th row stands on her chair and starts shouting, “I’ve heard enough of your stupid blonde jokes. What makes you think you can stereotype women that way? What does the colour of her hair have to do with her worth as a human being? Its guys like you who keep women from being respected at work and in the community and from reaching our full potential as a person. You and your kind continue to perpetuate discrimination against not only blondes but women in general and all in the name of humour!”

The very embarrassed ventriloquist begins to apologise, and the blonde yells out “You stay out of this mister! I’m talking to that little #@$* on your knee!”

A father was scolding his son for not doing his homework. “If I had a computer, it would be much easier,” said the son.

“You don’t need a computer,” replied the father.

“When Abraham Lincoln was your age, he studied by candlelight in a log cabin.”

“And when he was your age,” the son replied, “He was President of the United States!”
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Remembering 1973

... a series by the late Alby Kuffer

- In the Sydney to Hobart Classic Line Honours went to Helsal (NSW) and Fastest Time to Ceil 111 (Hong Kong)
- Jan—In Paris, America signed an accord to end involvement in the Vietnam War. Their last troops pulled out in March. Conflict between the North and South continued for another two years.
- Feb—Australia’s first legal casino eventually opened at Wrest Point, Hobart.
- April 8—Famous artist Pablo Picasso dies in France aged 91.
- July—Bob Hawke was elected President of the ALP.
- October—Our first $50 note was circulated. The Sydney Opera House officially opened.
- Noted author Patrick White was announced as Australian of the year.
- At the MCG Richmond, led by Tasmanian Royce Hart and coached by Tom Hafey defeated Carlton by 30 points to win the flag. Keith Greig (North Melbourne) won the Brownlow Medal and Collingwood’s Peter McKenna won the goal-kicking again.
- In the Spring, 4yo NZ mare Swell Time (16-1) ridden by Brian Andrews beat 17 others, including 4-1 fav Imagele, to win the Caulfield Cup from Gala Supreme and Young Ida.
- At Flemington, Gala Supreme ridden by Frank Reys, at 41 the oldest jockey in the race, dived between Danesons on the rails and favourite Glenrowan on his outside to win the Melbourne Cup by a long head. Both trainer Ray Hutchins and jockey Frank Reys were local battlers and Gala Supreme’s victory ended a 20 year drought for Victorian owners and breeders, the previous winner being Wodalla.
- The star of the Spring Carnival was undoubtedly 3 year old Taj Rossi, trained by Bart Cummings, who on 3 successive Saturdays won the Cox Plate 2000m, Victoria Derby 2500m and The George Adams 1600m against the best of all ages from Australia and New Zealand.

Benjamin’s Pirate Club

Ahoy me hearty's,

New topic.

As I promised last time this issue contains some things about Pirateology, here they are.

‘Rough Justice.’ —

Pirate punishments are swift and harsh as these rogues have no regard for lawful authority, the fact that they are engaged in piracy means they face the death penalty if captured. In consequence, they have little respect for human life and the sufferings of their victims are often considered entertainment for the rest of the crew.

and now -

‘Fact or Fancy’

There is a fanciful notion that pirates are accustomed to making their victims walk to their doom along a plank placed over the side of a vessel, however, although many admit to having heard of this punishment, I have yet to encounter a pirate or a pirate hunter who has actually witnessed anyone engaging in this practice.

So these are the kind of interesting things in Captain William Lubber’s Pirateology handbook which Laurie brought me in England.

Now for my jokes—

Q. Why do some golfers wear two pairs of pants?
A. In case they get a hole in one.

Q. What part of the car causes most accidents?
A. The nut behind the wheel.

Nobody has sent any pirate jokes that I asked for last time, so come on you fellow Pirate Clubbers, send me some jokes or stories soon as I am running out of ideas.

And if you don’t you may have to ‘walk the plank’ ha, ha.

‘Shiver me timbers, that’s it’

Pirate Ben.

COME ON’ all you PARENTS, GRANDPARENTS, etc. JOIN UP your CHILDREN in our PIRATE CLUB for J UST $5 —to foster their love for all things connected with the sea and help insure the future of our wonderful Maritime Museum of Tasmania in this Island state. —Ed.
The twentieth of June will mark the centenary of the birth of Errol Flynn. Born at Queen Alexandra Hospital in Hampden Rd Battery Point, to Professor Theodore Thomson-Flynn and Lilly Mary Thomson-Flynn, Errol became the most famous of Tasmanians. Some remember Errol for being a larrikin, a trait that is enjoyed by many Australians, but most would remember his acting on the silver screen in such roles as Robin Hood or Captain Blood.

A committee has been formed in Hobart to plan and implement a celebration of his life. They have been working for many months now to put together a program of events to help celebrate the centenary. The program of events will start with the launch of a display at the Tasmanian Museum and Art Gallery on the 12th June. The display will be in the foyer of the museum and contain memorabilia sourced from Tasmania and around the world.

Then there is to be a film festival at the State Theatre in Elizabeth St North Hobart. Sessions will be both matinee and evening and include Robin Hood, Sea Hawk, Captain Blood, Dawn Patrol, Don Juan and Charge of the Light Brigade. Be listening to ABC radio leading up to this date for your chance to win tickets to a special screening of Robin Hood. In conjunction with the film festival there will be a plaque laying outside the State Theatre to commemorate the centenary of Errol’s birth.

The Heart Foundation is holding their gala ball again this year with the theme of Errol Flynn and pirates. It is hoping that many patrons will come in pirate attire and enjoy the special entertainment planned along that theme.

Rory Flynn will once again be visiting Hobart for the festivities but this time is bringing her son, Sean Flynn. Sean, like his grandfather, is an actor and can be seen on ABC and Pay TV in a show titled Zoey 101. It will be his first trip to Tasmania and he is truly hoping to get time to enjoy some of the attractions that we have to offer. The Hobart City Council is publishing a new tourist brochure detailing the life of Errol in Hobart. Be sure to pick up a copy at the tourist information centre during the week of celebrations.

For further information on the celebrations visit our website – www.flynncentenarycelebration.com.au

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Errol Flynn Centenary

Errol Flynn is the daughter of film idol Errol Flynn and has donated her beloved fathers’ memorabilia to the Tasmanian Museum. An exhibition is planned to coincide with the centenary of her fathers’ birth, which took place at the Royal Hobart on 20th June, 1909.

Rory and her son Sean Flynn will be here in Hobart to take part in the celebrations in June. It will be the first time two generations of the Flynn’s have been to Tasmania to visit.

STOP PRESS

AFL fans WILL SEE a TASMANIAN TEAM play in Melbourne in 2009.
Yes, you read it here first.
Sandy Bay under 12’s will represent the Sydney Swans in the little league game to be played during the half time interval of the Carlton v Swans match at Etihad Stadium on Saturday July 18.
“Soc’ it to ‘em”, Sandy Bay.
I’m sure you will do the Red & White colours proud.
What’s in a name?
In the recent tragic bush fires in Victoria one heart warming story that emerged was about a volunteer firefighter stopping to give a burnt and traumatized koala a drink from his water bottle. ‘Sam’, as the koala was later named, had his life saved by a man named TREE and a lady named WOOD who became his carer and nursed him back to health.

The Errol Flynn Society of Tasmania
founded 1979
To become a member of our happy band and enjoy our monthly social events, just contact: Genene on (03) 62494700 or errolflynn@aapt.net.au
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