

Our maritime history & present day news. Spring 2002. cost: gold coin donation



Maritime Times of Tasmania



Painting of British Officer. Hanchett.



in this issue

The true story of the original *Norfolk*

The Apple Ships

Cooking with Lucky Pierre

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The *Lawhill*

The Bob Jane Award

Maritime Museums in NSW

and the usual yarns, jests and gossip

Maritime Museum of Tasmania

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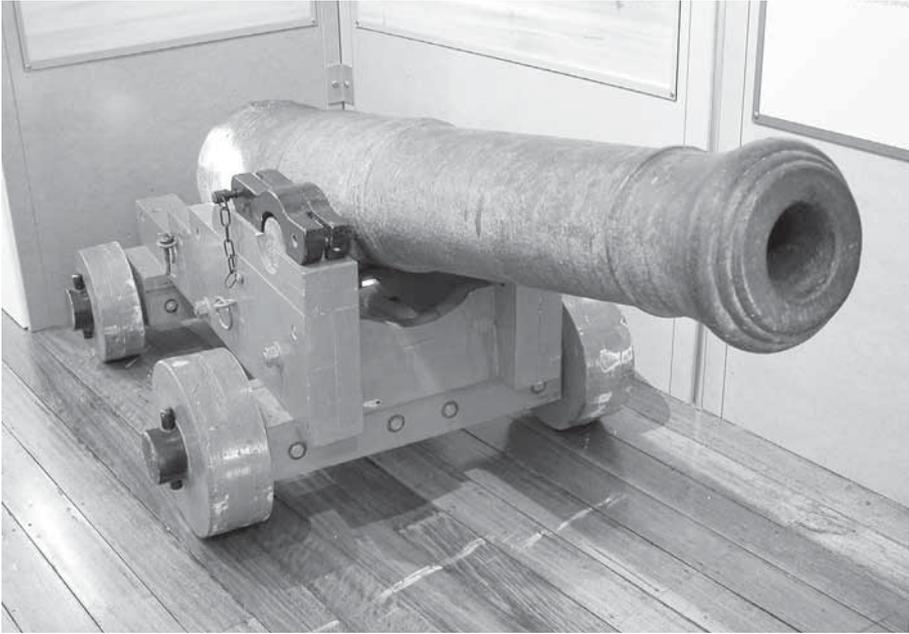
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Wynard cannon

editorial

On a recent trip to the mainland I had the good fortune to visit both the Australian National Maritime Museum at Darling Harbour and the Mid North Coast Maritime Museum at Port Macquarie. As one would expect the National covers a vast area indoors with many hands-on displays featuring the latest computer technology. I spent some time reading Matthew Flinders' letters to Ann Chapelle, both prior to and after they were married. There were 8 in all and they expressed the loneliness they both felt during such long periods of separation. There was also a very good documentary on Bass and Flinders in the theatre.

The largest item displayed indoors was a navy helicopter hanging from the ceiling, whilst outdoors the destroyer HMAS Vampire and submarine HMAS Onslow were open for inspection. But it was without doubt the square-rigger "James Craig" which was the main attraction at this very fine museum.

Speaking of sailing ships the "Alma Doepel" is on display at Port Macquarie's Lady Nelson Wharf having been reclaimed by its owner after spending many years as a training ship and tourist attraction on Port Phillip bay. I spoke with Noel Doepel who expressed his desire to participate in our own "Wooden Boat Festival" next year. Let's hope they can make it. At the mid North Coast Museum I was made most welcome and enjoyed a "cuppa" with Con Young who was a volunteer on duty at the time. This museum is located in 3 cottages surrounded by a picket fence, formerly the pilot station, it exudes an Old World charm which perfectly compliments this lovely museum.

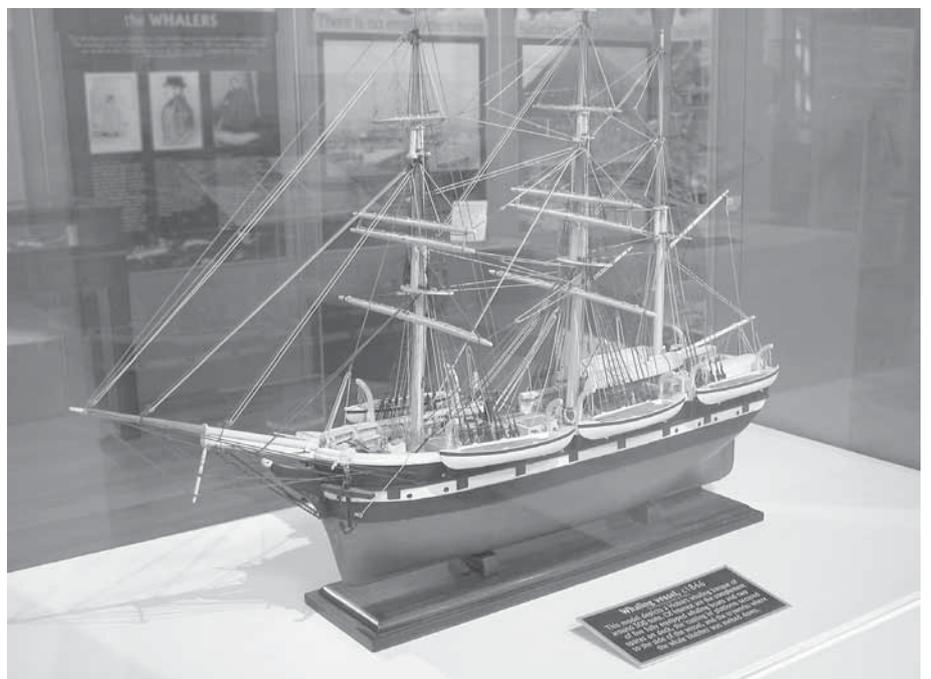
To any of our members visiting this area, do yourself a favour and spend some time enjoying the many historical

artefacts on display here.

Whilst both of these museums were excellent, although very different in their size and the nature of their displays, it left me with a sense of great pride in the exceptional museum we are fortunate enough to have here in Hobart.

Bob Petross

Whaling Ship model



THE NORFOLK

an account of the search for the true story of the building of the original Norfolk by Bern Cuthbertson.

Geoffrey Ingleton's book "Matthew Flinders Navigator and Chartmaker" states: 'She (Norfolk) had been the Sirius's long boat before being decked and rigged at Norfolk Island'. When reading this "fact" in Ingleton's otherwise magnificent book after many hours of researching the building of Norfolk on Norfolk Island, I believed I had been reading incorrect information.

I contacted Lt. Commander Ingleton by telephone and explained my interest in *Norfolk* and that my research had shown that the vessel was built on the island. I asked him for his reference for his statement that *Norfolk* was the long boat from *Sirius*. He was not able to give me a reference and I asked if he would mind if I wrote to him to explain exactly what I planned to do and the reason that it was very important that I had my facts straight.

This I did but I did not receive any response.

HMS *Sirius* was the large naval vessel sent out to Botany Bay in 1787 to lead and protect the First Fleet that arrived at Port Jackson on 26 January 1788. *Sirius* was assisted by HMS Brig Supply of 170 tons. *Sirius* and *Supply* were unloading cargo at Norfolk Island in 1790 when *Sirius* was wrecked.

The late Ken Hudspeth sent me a copy of a letter he had received from historian G.W. Evans after a request by the Maritime Museum of Tasmania. In this Evans stated that he had previously thought *Norfolk* was about 26 feet in length but that he now thought she was more than 30 feet and that she had been the long boat from the *Sirius* prior to being decked and rigged at Norfolk Island. These were almost the identical words written by Ingleton. Evans obviously referred to Ingleton's work for this opinion.

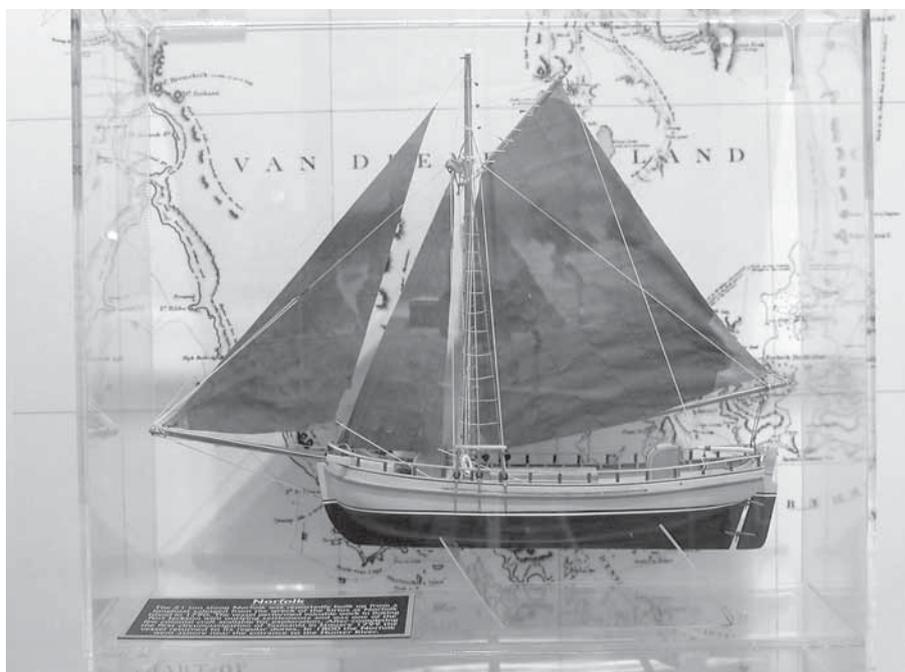
Marjorie Tipping wrote in her excellent

book "Convicts Unbound": 'I have found that too many histories have compounded errors of the past and presented the same interpretation, often with little variation in the language.'

Ingleton's statement created much work for me at a time when I had little

the time. Flinders entered the river on a flood tide but did not record the state of the tide. It was a very good guess because the modern *Norfolk's* draught is 4 ½ feet.

I was truly at a loss as to what to do as there had been many errors written



to spare. David Collins, the first Judge Advocate under Governor Arthur Phillip, had kept a daily journal of the life and times of the colony during the first ten years of settlement. In his book "An Account of the English Colony in NSW" David Collins states: 'On 15 June 1798 a decked longboat arrived from Norfolk Island' This perhaps has caused the confusion. Collins goes on to say: 'the longboat was 16 tons, sloop rigged, 33 feet length of keel for tonnage, 11 feet beam, depth of hold 5 feet.'

Ingleton quotes these dimensions in his book but adds, when laden her draught was 'about' 4 ½ feet for she touched on a shoal in Port Dalrymple. This happened when Matthew Flinders passed inside Green Island. I have read this but no one recorded the depth of the shoal at

over the years and I began to wonder if indeed I had it right.

I quote Ingleton again: 'It was kept covered and protected and eventually the Commandant Captain Townson ordered it to be decked repaired and altered for sea service using the local pine.' It is my belief that many bits and pieces came from the *Sirius*, it was common practice 200 years ago.

Now for a few facts. I had no alternative but to seek information from the Greenwich Maritime Museum. I had been corresponding for some time with the lady Curator of Plans at the Museum. She had earlier secured for me a copy of a 1770 plan of a longboat, 33 feet length of keel, which became the modern *Norfolk*. The Curator informed

me that her department contained over a million plans of vessels going back 400 years so I felt she would have details of *Sirius* in the collection.

My request for the size of the two long boats carried by *Sirius* was answered with the information that one was 26 feet and the other 27 feet and the boats would have been 7 to 8 feet beam with a maximum moulded depth of 3 feet. Compare these measurements with *Norfolk's* 33 feet length of keel (35 feet overall) and beam 11 feet. Over the years many vessels have been lengthened but never has a boat been widened. This is almost impossible without a colossal amount of work and would be much easier to build a new one.

In Cumpston's 'Shipping Arrivals and Departures, Sydney 1788-1825' he notes that she was a 16 ton decked longboat built on Norfolk Island in 1798. The impression from Raymond Nobbs edited 'Norfolk Island 1788-1814', Merval Hoare's history of Norfolk Island, and many others is that Captain Townson had the vessel built on the island and not just fitted for sea.

There have been many books written by people who lived on the island many years ago and not one that I have read suggests that Norfolk was the longboat

from *Sirius*. Captain Townson ordered the building of *Norfolk* to convey dispatches to Sydney as there had been no contact for over a year.

Reliance, which had been laid up for repairs after her voyage to Cape Town for stores, had in fact passed "Norfolk" on her voyage to Norfolk Island after her repairs. Neither Captains realised this until reaching their respective ports.

Governor Hunter seized Norfolk on arrival as Townson had been instructed not to build any vessel of a size convicts could use for escape.

Governor Hunter seized *Norfolk* on arrival as Townson had been instructed not to build any vessel of a size convicts could use for escape. Captain Townson eventually retired to Tasmania settling on land at the mouth of the Tamar River near Kelso.

The original *Norfolk* was lost at the mouth of the Hunter River, NSW in November 1800 on a point now known as Pirate's Point at Stockton. She had

been on her way to Sydney with a load of farm produce when she was seized at the entrance to the Hawkesbury River by fifteen convicts, who put the crew ashore. The fifteen pirates then put to sea from Broken Bay and encountered a freshening SE gale. Obviously they were poor seamen as a south-easter into the river is a broad reach well abaft the port beam. Pirate's Point is on the starboard beam when approaching. She was the first of many wrecks in the following years. Governor Hunter's ruling on the size of vessels was well justified with the loss of *Norfolk*. It is thought Peter Hibbs was master of *Norfolk* on her voyage from Norfolk Island to Sydney. Peter Hibbs had been a crewmember on *Sirius* when she was wrecked in 1790. He married a young girl from Norfolk Island. He went onto be Flinders's sailing master during the circumnavigation of Tasmania 1798-99.

Flinders named Point Hibbs and Hibbs Pyramid after him. The only crew member of eight to receive this honour.

Hibbs lived until well into his nineties and is buried on the banks of the Hawkesbury River near Wiseman's Ferry. He has hundreds of descendants many of whom celebrate his life at Spencer on the Hawkesbury each year.



thank you...

The Association extends their thanks and Best Wishes for the future to former Manager Jeff Gordon who was farewelled at a function in the Carnegie Gallery on 23 August. May he and his family enjoy calm seas and friendly winds on their voyage in 2003.

The Committee and members would like to compliment Wally Mounster on his excellent slide show and talk recently. He ensured all those attending had a most enjoyable and informative evening.

Geoff Andrewartha would like to extend his thanks to the Swedish translators who have assisted him.

Last but not least we thank all those who have contributed articles to this Spring edition and will welcome new contributors to our Summer edition. It would be very much appreciated by the typist (moi) that all articles for the next edition be sent via e-mail or on disc...I will arrange for the discs to be sent back to their owners. E-mail address maritimetas@bigpond.com attention Kathy Lennox thanking you in advance!

closing date January 17 2003

Christmas ideas from the Gift Shop



Christmas time is nearly upon us and what better gifts could you give than a selection from the many quality items available in our Gift Shop.

Even the 'Hard to buy for' loved ones would be delighted with something from the extensive range of books. See the enclosed list in this newsletter.

*Preserve your experience at sea with a quality
painting depicting your voyage*



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Marine Artist

Specialising in fine oil paintings of ships

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Contact Ib at Kent House, 32 Jetty Road, Cygnet

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Bob Jane Award

Our \$55 voucher courtesy of Bob Jane T-Mart is awarded this issue to **Neville Payne** for his untiring work for the museum including the unenviable task of compiling and often re-arranging the monthly roster.

In this day and age of insurance paranoia! One can but smile at the problems confronted by insurers back in the mid 1800's with the advance of technology, namely steam

The first steamship to be insured in Tasmania was the SS 'Tasmania', in 1853. It was agreed that risks to be taken in respect to the hull of the steamer to the extent of £4,000, but that the following clause be inserted in the policy: The Derwent and Tamar Assurance Co. LTD was not to be liable for repairs of machinery, or damage occasioned by the bursting of the boiler.

It would seem that this new method of producing power was not regarded as altogether safe.

Geoff Andrewartha

HE'S IN STRIFE!

A Bank Officer heard this explanation from a farmer in financial trouble – "It's all in 66 when they changed from pounds to dollars - me bloody overdraft doubled. Then they brought in kilos Instead of pounds - me wool clip dropped by half. Then they changed rain to millimetres and we haven't had an inch of rain since They brought in Celsius and it never got over 40_ no wonder me wheat wouldn't grow. They changed acres to hectares and I end up with half the land I had. By this time I decided to sell out. I got the place in the agent s hands when they changed from miles to kilometres. Now I'm too far out of town for anyone to buy the bloody place.

from davey jones locker

Our research department certainly gets some strange requests eg.

Enjoyed visiting your display recently. Please tell me how many ships capable of trans-ocean voyages were made in Tas/Australia from indigenous timber? (Name and address supplied)

If they weren't volunteers they would really have to 'earn their money' to answer this query.



Utiekah III. Model by Philip Fowler

President's letter

The past three months have been a time of activity and achievement for the Maritime Museum of Tasmania. Numerous discussions followed by thoughtful framing produced a proposed new constitution. The General Committee of the Association made it available for study and comment by the State Government, the Hobart City Council and all Association members. Numerous constructive suggestions were offered, and almost all of them were incorporated into a revised draft document. This was in turn fully discussed at an advertised Information Night producing some further changes. Then on 9 October this updated draft was presented at a Special General Meeting of the MMT Association. After making a few more changes, the attending members unanimously adopted this final draft. We all owe a debt of thanks to our Honorary Solicitor, Mr. John Blackwood, and to the staff of Murdoch, Clarke, to the Vice-President, Mr. David Keyes, to the Acting-Chairman of the former Board of Management, Mr. Malcolm Wells, and to the immediate-past President, Mr. Frank Ikin. We should also remember that a great deal of the basic work had been undertaken by the late Mr F.C. Mitchell.

The Association Volunteers continue to make the Museum function and have agreed to a trial period of opening at 9AM each day. A small refrigerator and a hot-water urn have been installed in their rest room, and approval has been given for the provision of a kitchen sink.

A vigorous programme of cost-saving is being pursued and I earnestly ask every member to introduce still one more new member now.

A great deal of planning and work for the Southern Ocean Model-making Competition and Exhibition has been undertaken. We are very grateful to Mr. Bill Bleathman and his T.M.A.G. staff for the generous donation of the historic Bond Store exhibition space for this event

Joe Cannon

what's in a name?

Well apparently in the name of our newsletter quite a lot. Unfortunately our preliminary check failed to detect that another association is already publishing under this title so in future ours will be known as "**Maritime Times of Tasmania**"

Thought for the day.

Nothing is ever so bad that it couldn't be worse.





It's time you changed your air!

THE ADVANTAGES OF INFLATING WITH

NITROGEN

- REDUCES TYRE WEAR
- RUNS COOLER
- KEEPS PRESSURE STABLE
- IMPROVED HANDLING

The air that we breathe (the atmosphere) already contains 78% Nitrogen. The remainder oxygen 21%, Argon gas 1, plus some trace elements are destructive to rubber. By removing these and having 100% Nitrogen in your tyre we can protect the rubber from their harmful effects.

Your Tyres will run cooler so they last longer.

You will not need to check your tyre inflation pressure as often.

Nitrogen Inflation is used in most forms of motorsport, F1, Touring, Targa cars etc, because the maintaining of constant pressure results in constant handling characteristics and cooler running.

Aircraft tyres are also inflated with nitrogen.

Nitrogen maintains a more constant pressure due to lack of moisture and by products produced by compressors.

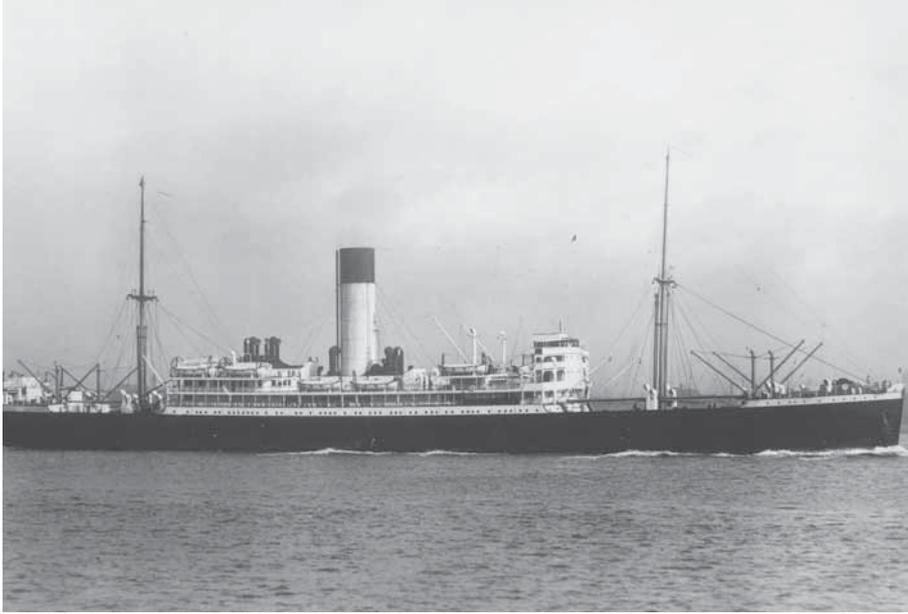
The tyre pressure is maintained up to three times longer, due to the slower rate of nitrogen permeating (diffusing itself) from the tyre. Thus reducing tyre wear due to under inflation.

Safer than air, nitrogen is inert and will not combust.

To put nitrogen in your tyres will take approximately 15 minutes. Nitrogen costs \$5.50 per passenger tyre and we guarantee to maintain the Nitrogen for the life of the tyres free of further charges.

Nitrogen Inflation has been available in Europe for some time and is now available in Australia at Bob Jane T-Marts Australia wide.

The Apple Ships



unchanged from the introduction of refrigeration in the 1880s (the first shipment left Hobart in the steamer WARWICK in 1884). Shipping companies had come and gone, of course, and the ships had become a bit more streamlined but traditional cargo handling methods were still used and ships were often in port for weeks at a time. Each of them earned fifty or sixty crew who became part of the local community for a short period, frequenting the local pubs and charting the short distance to the Nurses Home in Campbell Street. There must be many retired seafarers around the world who remember this port fondly, particularly the unique experience of living within sight of the city centre if their ship happened to be berthed at one of the piers in Sullivans Cove.

Rex Cox

Do you remember those Autumn months when Hobart wharves were lined with ships loading apples and pears for Europe? What about the seemingly endless line of trucks along Davey Street, with drivers waiting to have their fruit cargoes inspected before delivery to the wharf sheds? And the stacks of pallets, the piles of timber dunnage and all the clutter of a working port - so different to the fairly antiseptic car park that occupies much of the waterfront today!

Growing up in the 1950s and 60s I also recall the advertisements in "The Mercury", placed by the Tasmanian Fruit Shipping Agents Committee, advising that such and such a ship was presently loading at either Hobart or Port Huon for (perhaps) Hull, Hamburg and London or Malmo, Stockholm and Helsinki. Other frequent destinations were Gothenburg, Liverpool, Antwerp, Rotterdam, Glasgow, Avonmouth and Dublin.

At the commencement of the season a complete list of the vessels expected to load was often published, together with their destinations and the number of cases of apples and pears booked on each. The ships were mainly British, belonging to Port Line, Blue Star, Shaw Savill, Clan Line, P&O, Federal Steam Navigation and New Zealand Shipping Co., but there was always a sprinkling of Swedish ships, generally the beautifully maintained reefers of Rederi A/B Transatlantic.

I started work with the Customs Department in the midsixties, partly due to my interest in ships, and you can imagine my pleasure at being posted to our Kings Pier office in early 1966. This was the beginning of what proved to be one of the busiest seasons on record (but, ironically, also the beginning of the end as far as fruit exports were concerned - more of that later). Here I was, surrounded by and able to wander freely aboard these magnificent refrigerated cargo ships - and I was being paid for the privilege!

The pattern of the fruit export trade had remained largely



Seamens Welfare Organisations in Hobart

During the nineteenth century, concern about the welfare of seamen gave rise to a number of philanthropic organisations. Those in Australia followed the British pattern, so the Sailors Rest in Hobart was affiliated with the British Sailors Society, and the Missions to Seamen was a branch of the London-based Mission Service of the Anglican Church. Both of these were preceded by a local initiative, the Seamen's Friend Society and Bethel union.

Drunken sailors in the many waterfront pubs, and unruly crews who had to be ferreted out from crimping houses, alarmed clergymen and shipowners alike. The supposed antidote was religious instruction, described by the Colonial Times in 1829 as "the only means to stem the torrent of immorality so apparent in that class of man".

In 1827, a devout bricklayer, George Augustus Robinson, later known as the "Conciliator" or rounder-up of

Tasmania's Aboriginal population, advertised in the local paper that divine service would be held each Sunday on board one of the ships in the harbour. The Government provided an old powder hulk as a floating chapel. A flag was hoisted to signal other vessels of this opportunity. Tracts and bibles were distributed, and attendances were good.

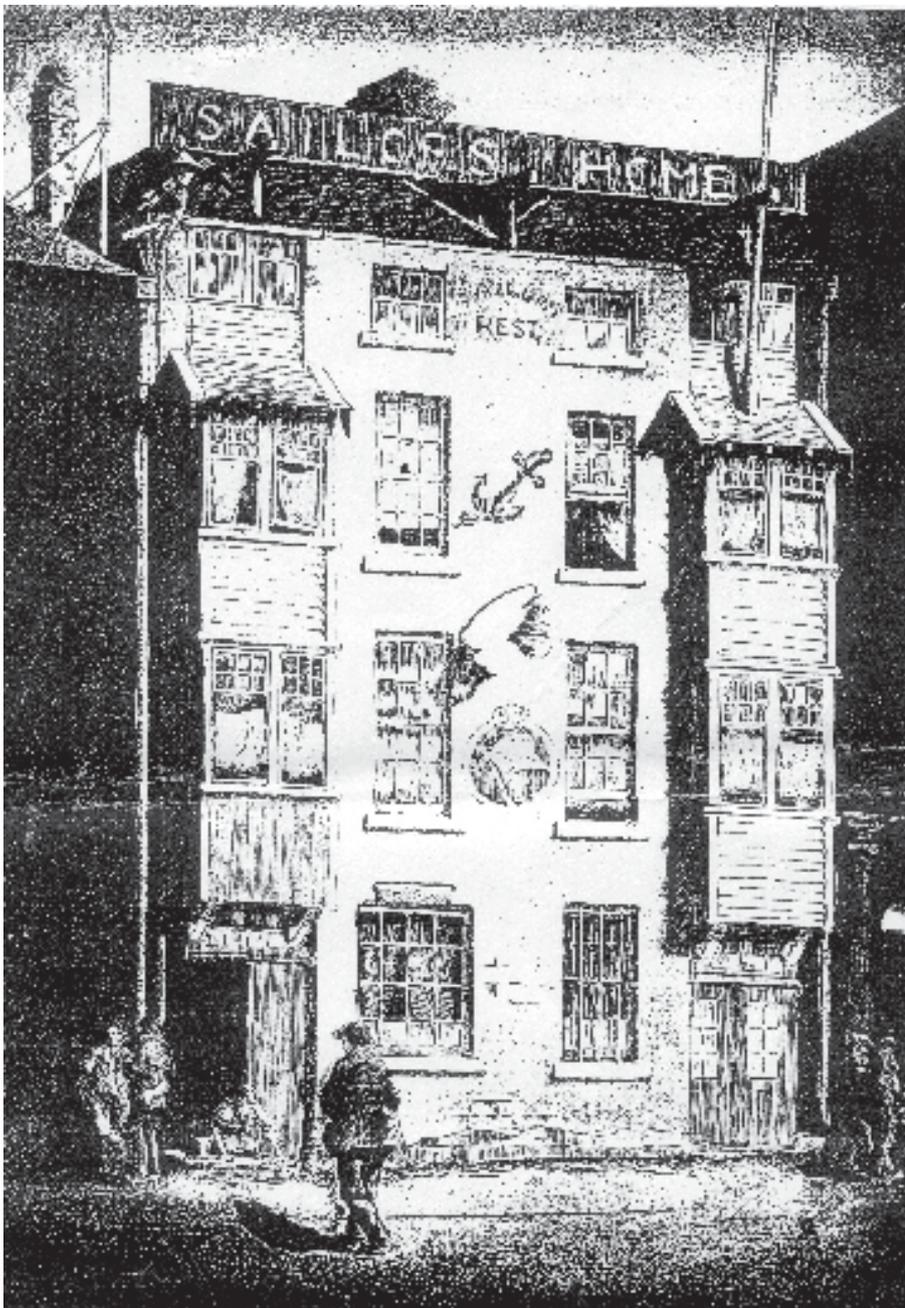
In 1829, local shipowners and merchants then joined with evangelical Christians to form a "Seamen's Friend Society and Bethel Union". "Bethel", a term for a non-conformist chapel, was also often used for seamen's chapels or homes. The Society obtained the use of a small, primitive stone building, formerly used as a mess by convicts from the hulk Sophia who were working on the construction of the New Wharf (Salamanca Place). Ministers of various denominations were to conduct the services.

By 1860 the old convict mess had become unsuitable and the Government provided an area at the foot of Elizabeth Street. Here the Mariners Church was opened in 1863, paid for by public subscription. Designed by Henry Hunter, it was a handsome building in the Gothic style, with a bell turret over the front gable, and could accommodate 200 people. However, the Church was not flourishing by 1902, when it was decommissioned.

By this time, the Anglican St George's in Battery Point was viewed as the Mariners Church, and the then Rector arranged the purchase of the old Mariners Church building which was re-erected in 1917 as St Peter's in Sandy Bay. The site of the former church became an eyesore, used for the stacking of timber. The Marine Board of Hobart was anxious to control it, and eventually succeeded, erecting the present Marine Board building at No 1 Franklin wharf

The Sailor's Home

Attempts to establish a Sailor's Home were unsuccessful for many years. A small establishment in Campbell Street, run by one John Johnson, hardly qualified for the title. It provided lodgings, but was at times suspected of being a crimping house. In 1880 the government at last offered a grant to



match voluntary contributions, and in 1885 the committee purchased the old Neptune Inn, now 31 Salamanca Place, and next to the Lord Rodney pub. The Chairman of the Sailors Home Committee was John Macfarlane, a merchant who was active in the YMCA and the Kennerley Boys Home. Other keen supporters were the whaleship owning Salier family.

Following the example of its London counterpart and energetic foundress, a Miss Weston, women were active in managing the home. The wives of shipowners and merchants joined with the Womens Christian Association. Eight "cabins" for sleeping; reading and smoking rooms, a skittle alley and bagatelle board, and hot baths were provided. In 1900 it provided a club room solely for Royal Navy men, assisted by another government grant. But fewer deep sea vessels were visiting the port, whaling had declined, and it suffered from a lack of patronage.

It can hardly be said to have flourished exceedingly" remarked the Cyclopaedia of Tasmania, "... in fact, unless a man-of-war happens to arrive, scarcely anyone goes to the home in winter time.,, it certainly might be made a little brighter and more cheerful".

Annual Reports questioned the number of seamen using the home. It was "well patronised" at a weekly board of seven shillings and sixpence, and meals at one shilling, but was increasingly being used by others, especially in the harsh years of economic depression, with the Social Services department contributing the largest part of the budget. It continued to operate until 1951, when it was sold to help to finance a new Missions to Seamen building.

The Missions to Seamen

In 1914 a new Anglican Bishop, the Right Reverend Reginald Stephen, came to Tasmania, enthusiastic for the establishment of a Hobart branch of the Missions for Seamen. In 1915 the "Hobart Station" (London was known as the Home Port), took over the old Wapping Missionary Church in Campbell Street, which had given up the struggle to convert the population of Wapping. The building became a fine

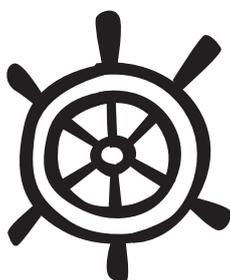
clubroom with a fully furnished chapel opening from it" and was opened by the Governor on 30 August. Table tennis, billiard, and hot showers were available.

In 1948, however the City Council resumed the use of the building for the Tramways Department. The Trustees of the Sailor's Home, which was becoming an anachronism, sold the Salamanca Place building and donated the proceeds to the Mission, stipulating that some residential accommodation should be available for seamen.

Many people will remember the distinctive "Flying Angel" which was then built on the corner of Davey and Hunter Streets, and remained on the site until it was demolished for the construction of the present Grand Chancellor hotel. It was a substantial and well-appointed two storey building and the Missions for Seamen was for many years a flourishing organisation, A record 8,340 used it in 1958. In 1968, 192 Japanese fishing vessels entered the port. Prayers recorded in Japanese were popular, and called "Amen" by the Japanese seamen. Women known as "Lightkeepers" ran the auxiliary "Harbour Lights Guild", younger women acting as hostesses to visiting seamen. In 1959 another auxiliary was formed, the Friends of the Flying Angel". On the demolition of the Davey Street building, the Flying Angel moved to Morrison Street where it still opens in the evenings.

Audrey Hudspeth

This article has used work previously written by the author for Sullivans Cove Historical Research, Hobart City Council, 198 7, including excerpts from Annual Reports of the Sailors Home and and Missions for Seamen,



from the galley

CURRIED SALMON AND ASPARAGUS CASSEROLE

470g (15 oz) can asparagus pieces

Milk

90g (3 oz.) butter substitute

2/3rd cup of flour

1 teaspoon curry powder.

200 g (6 ½ oz.) can salmon.

2 tablespoons chopped parsley.

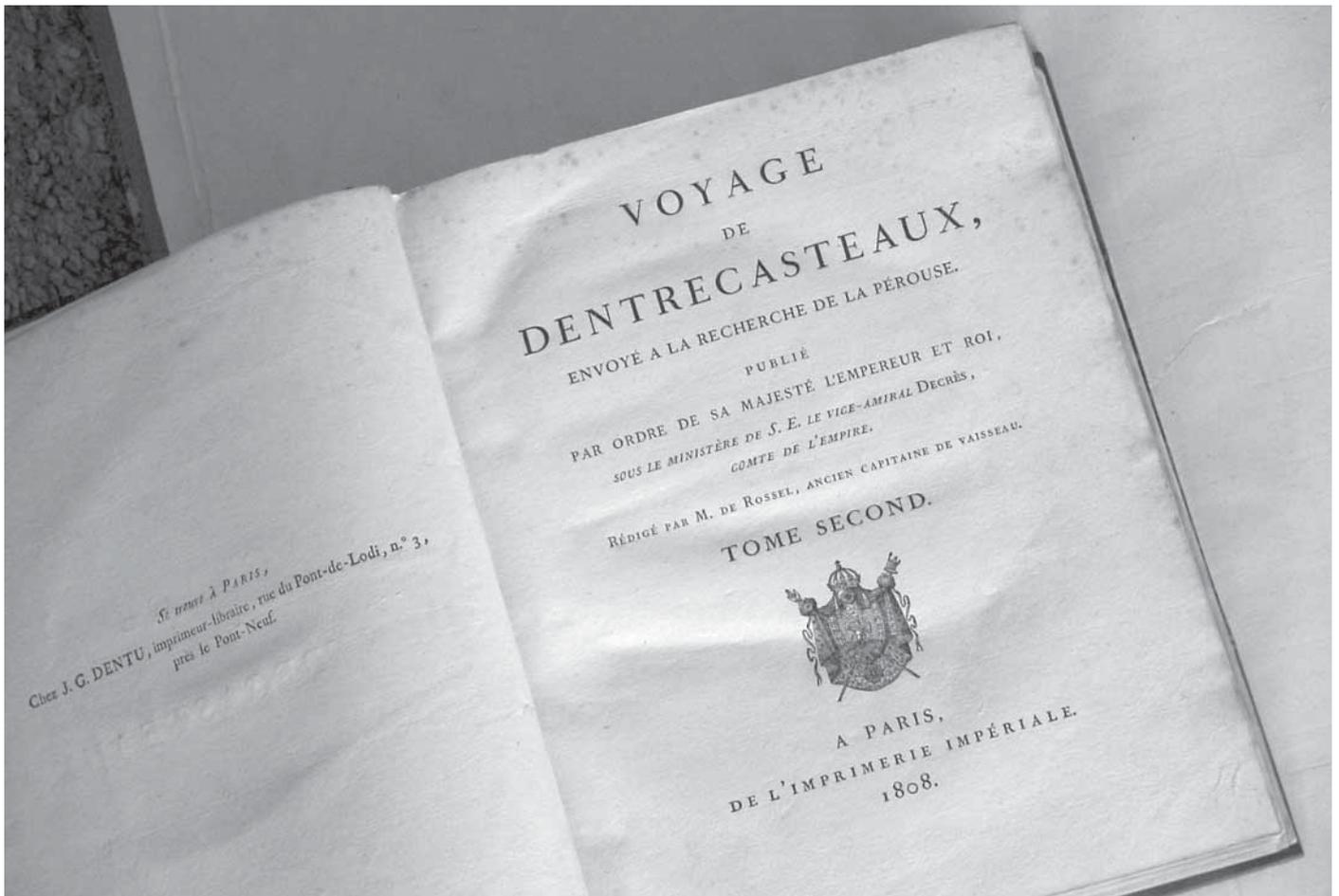
2 tablespoons lemon juice

125 (4 oz.) cheese

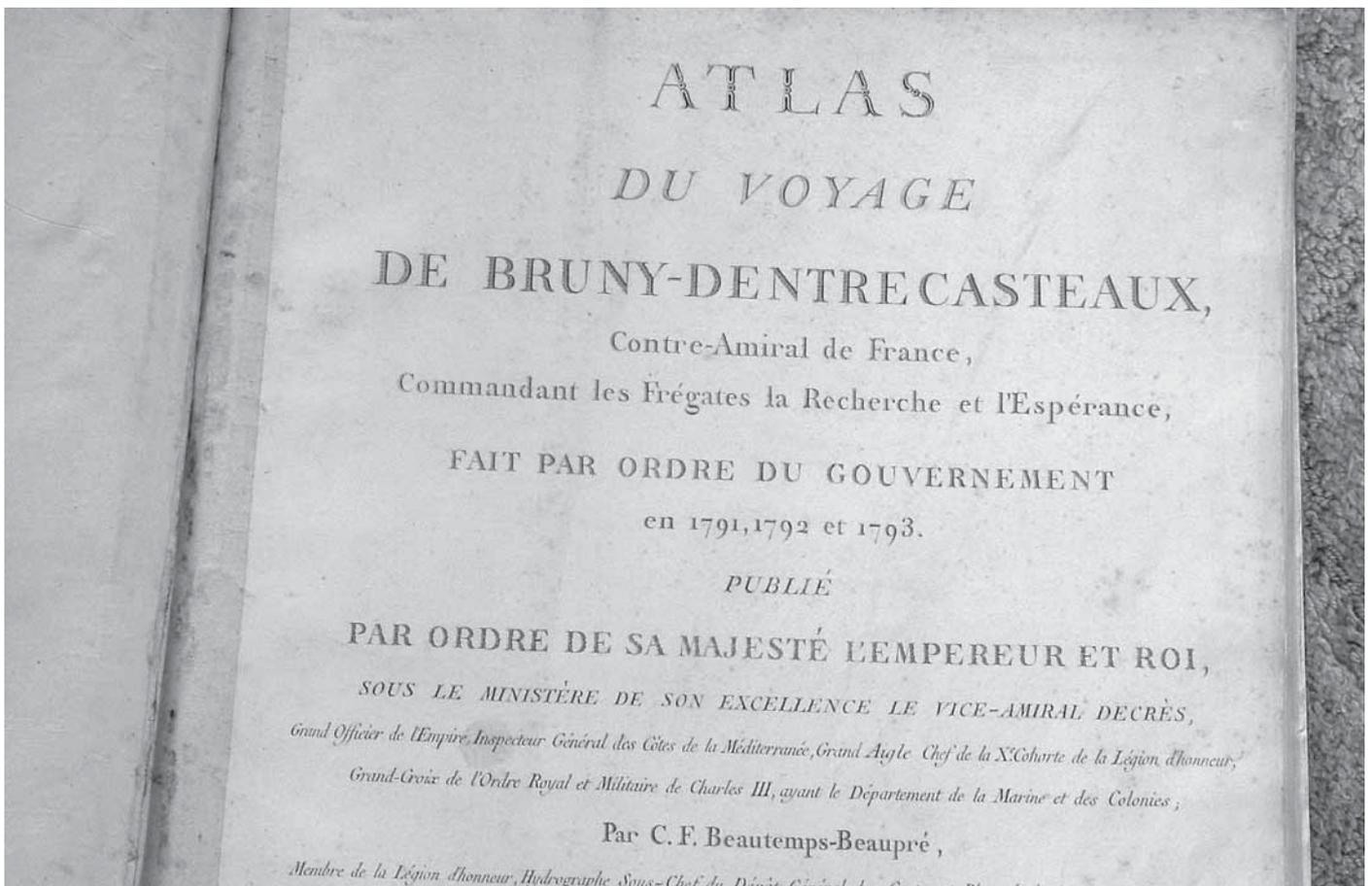
¼ cup packaged dry breadcrumbs

Drain asparagus; reserve liquid. Add enough milk to asparagus liquid to make up to 2 ½ cups. Melt butter in pan, add flour and curry powder, cook 1 minute. Remove from heat, gradually add liquid, stirring constantly. Return to heat, stir until sauce boils and thickens. Grate cheese, add half to sauce, mix thoroughly. Add asparagus, drained tuna, parsley, and lemon juice; mix well. Spoon into greased ovenproof dish. Combine remaining grated cheese and breadcrumbs. Sprinkle on top of mixture. Bake in moderate oven - 15 minutes or until heated through. Serves 4. Bon Appetite!

"Lucky Pierre"



D'entrecasteaux's journal and atlas. Courtesy of Philip Fowler



LAWHILL

I read with great interest the article on the barque “Lawhill”. This name always brings back memories of my home town Dundee where she was built. She was named after the hill around which Dundee is built called the Law Hill. In summer evenings my father and I frequently walked to the top of the Law Hill.

As a boy of 14 I had made a ship in a bottle. This was seen by George Simpson, by then an elderly gentleman who had been an 18 year old apprentice on “Lawhill’s” maiden voyage sailing out of Dundee. He was at sea for many years and had sailed around the Horn many times. He told me stories of life at sea but I was too young to know the questions I should have asked. When I met him, he had retired from working on the Tay Ferries plying across the River Tay.

On seeing my ship in a bottle he offered to show me “how sailors made them” and after many Sunday afternoons he completed his demonstration model which he unexpectedly presented to me. The model I made alongside him has long disappeared. I have treasured George’s model ever since. George gave me his small tools that he used to make his models with- some of the tools had been made by him- enclosed in an old ‘oxo’ tin which he also gave to me. I still use these tools to this day when making models. That was the last ship in a bottle Old George made. He died within a couple of years.

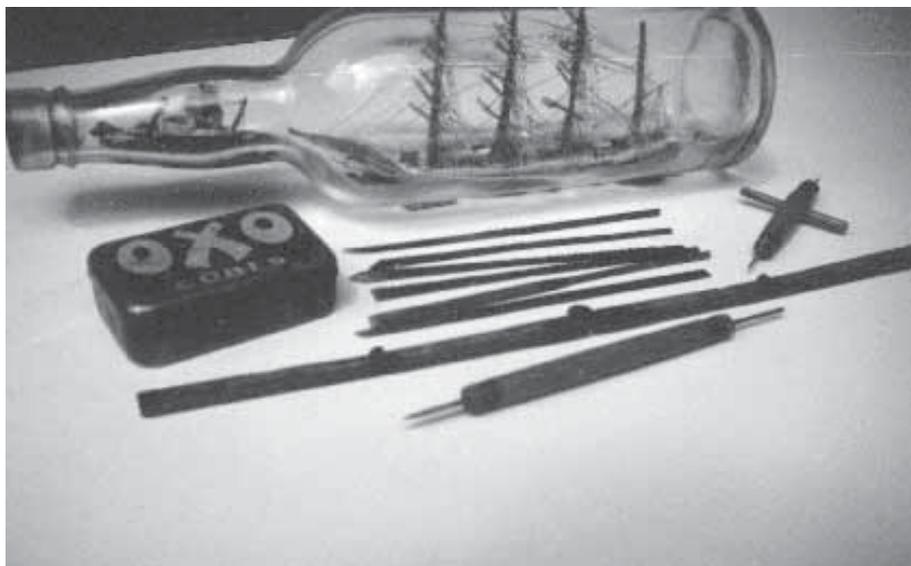
I subsequently made a number of ‘ships in bottles’ two of which I still have.

George and his wife had a house full of models –one of his ships in a bottle is in Dundee Maritime Museum given by (I think) his grandson George Simpson.

Another famous vessel also built in Dundee was the “Royal Research Ship Discovery”. Dundee was famous for building Arctic whalers.

In 1901 Scott of the Antarctic sailed to the Antarctic in the “RRS Discovery” specially built of oak, elm, pine, mahogany and greenheart with massive timbers to withstand the ice. “Discovery” proudly returned to Dundee in 1986 and is now the centrepiece of tourism there.

Bill Mearns



Photocopy of ship in a bottle & tools made by George Simpson, apprentice on Lawhill

new tie for MMT

An attractive top-quality non-slip tie has been professionally designed for the Museum. On a navy blue background there are diagonal gold "rope bars", each 5mms wide" and spaced 50 mms apart. Placed at the centre of the tie is an attractive woven picture (25mms by 25 mms in size) of the "Harriet McGregor" under full sail. At \$25 it is an inexpensive and tasteful item.

The tie-maker is ready to start production. As soon as we have 64 (sixty-four) paid orders we will tell him to start tie-making!

Place your orders now with the museum staff on 62341427.

Our next project will be the design of a beautiful scarf for our lady members. Any suggestions girls?

a walk around the port

For the past two years a small group of volunteers has been conducting a program of walking tours around Sullivans Cove - every Monday, Wednesday and Friday between October and March, or by prior booking at any other time.

While there are similar activities conducted by other organisations, ours includes a guided tour of the Museum display and of course has the advantage of being conducted by people who are passionate and knowledgeable about the importance of Hobart's rich maritime history.

The pivotal role of the Cove in Hobart's first settlement and its development over nearly 200 years is a central theme, drawing together the past and the present to give a better appreciation of what can be seen and an understanding of what has gone. The commentary is not just about ships, but also covers the social aspects of life and work on the waterfront from the convict period to the fruit trade of postwar years and the "gentrification" of more recent times.

The Museum will be participating in Get Walking Tasmania Week (3-9 November), an initiative of the Heart Foundation and the Tasmanian Government, by offering tours every day - including five "freebies" as prizes on one of the radio stations. Prices for adults will be halved, and children included free, as an additional incentive. Some 10,000 programs of events during this week are being distributed by the organisers, providing us with plenty of free publicity. If successful, this should greatly increase local awareness and raise the number of Tasmanian visitors to the Maritime Museum.

Enquiries at any time regarding Port Walks should be referred to the co-ordinator, Rex Cox, on 6234 1865. Any members interested in becoming a guide (and we could certainly do with a few more) should also contact Rex.

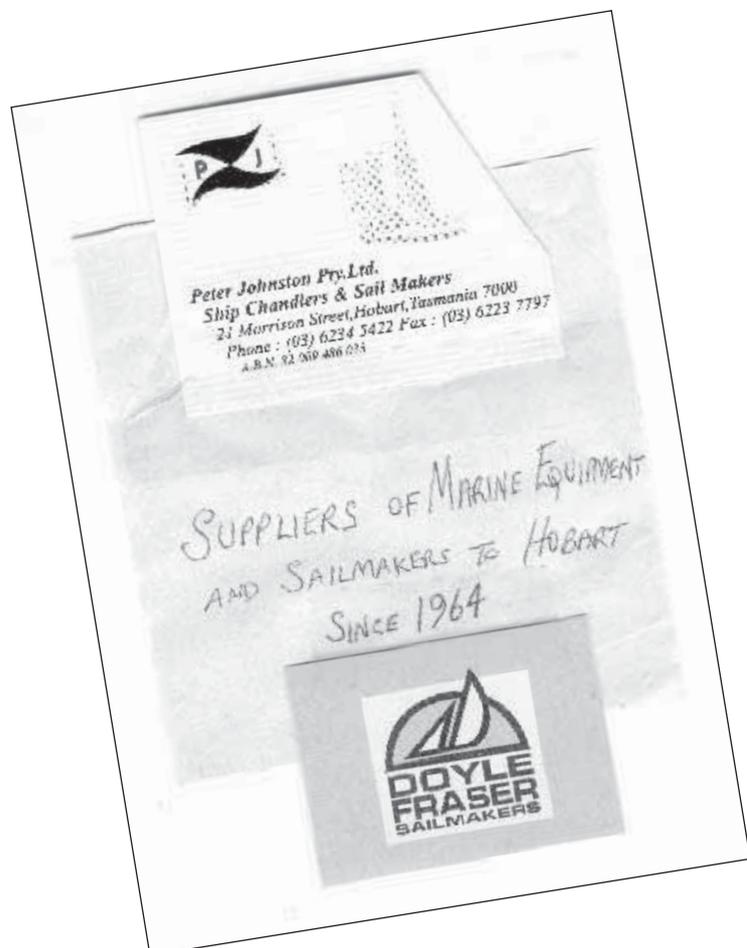
advertising

We are delighted to add some new names to the growing list of advertisers in our quarterly newsletter. This will result in us being able to produce a bigger and better publication in the future. If you know of any company which could be interested in joining this select group you may like to contact them on our behalf or contact Bob Petrass on 62251004

THE FOLLOWING RATES APPLY:-

- 1/8 Page \$10 – per issue
- 1/4 Page \$ 15 " "
- 1/2 page \$ 25 " "
- Full Page \$40 " "

Members are also invited to inset small adverts in our "Buy-swap-sell" section at no cost.



membership drive

We welcome the following new members to our association.

Margaret Blake	Tim Blue
Warren Boyle	Gordon Burleigh
Colin Denny	Kenneth Dowdney
David Gatenby	John Gough
Don Underwood	

THE DRIVE TO EXPAND OUR MEMBERSHIP CONTINUES and we encourage all of our members to introduce a friend or two to enable us to become even more successful

DAVID KEYES WANTS TO SELL HIS BOAT.

It's a 24 ft Dynelled M.P. motor sailer (Eventide Class) in a marina berth at Bellerive.

It has a Yanmar diesel, four head sails, VHF and 27mhz radios, marine toilet, three bunks and full head room.

Asking price is \$11,000 and David can be contacted on 62492249



† Joseph Craig leading Louisa Craig after Tasman Sea crossing

Painting and print both in the collection of Dr. Joe Cannon

‡ LeBreton print of Dumont D'Urville at Sarah's Bosom.



did you hear about...

The chap who changed his will every year... He was a Fresh Heir fiend

The lawyer who decided it was time to have a talk to his son... about the Alleged facts of life...

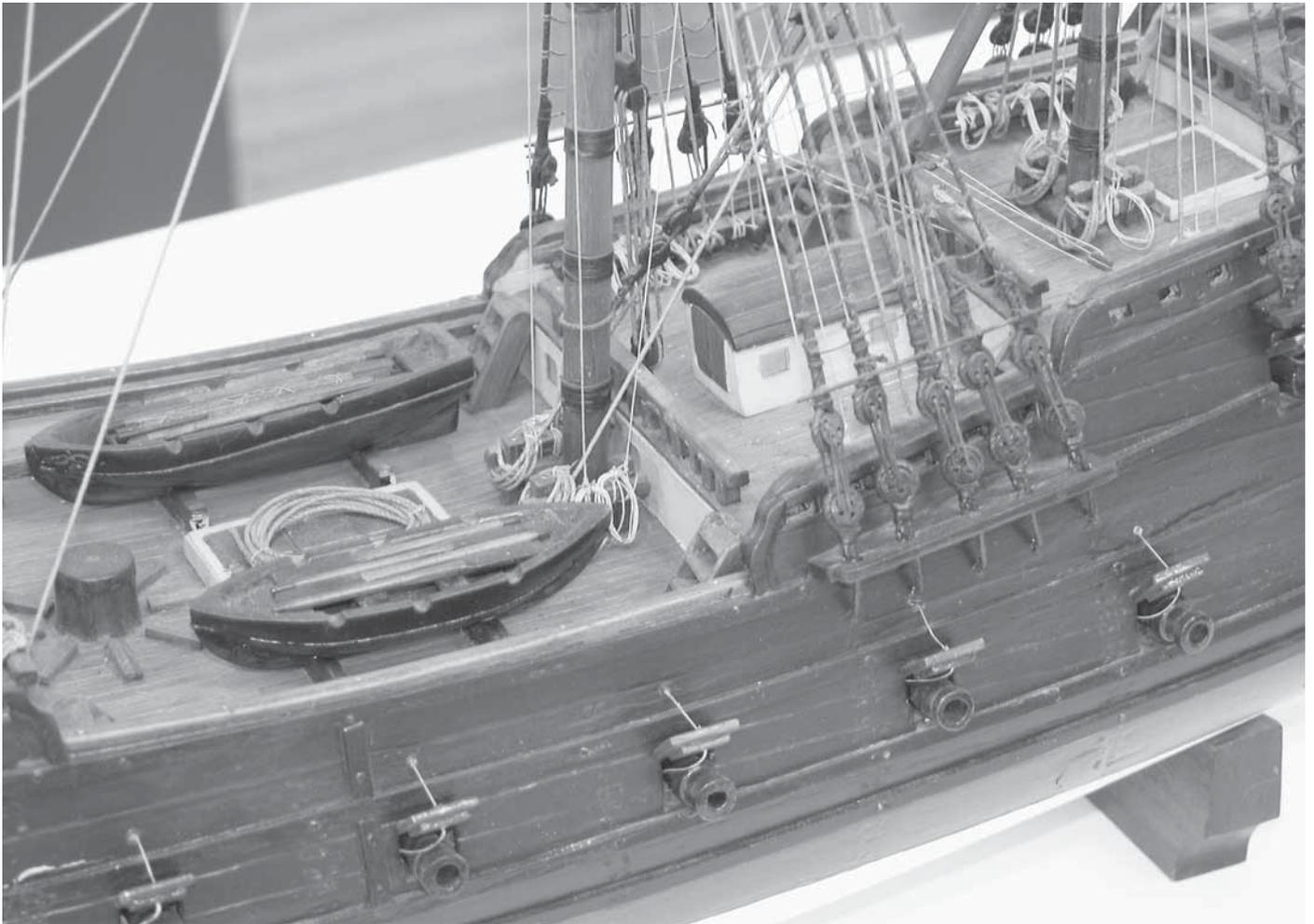
The theological student named Fiddle who refused to accept his degree, because he didn't want to be known as Fiddle .D.D.

The plant in the maths teachers room it grew square roots...

The sequel they're making to "The Godfather" It's called "War' and Pizza"...

The cannibal who ate the reader but not the writer. Because Readers Digest, but Writers Cramp.

Finally... The only person to get all their work done by Friday. Robinson Crusoe of course.....



☒ Whaling ship model

☒ Liberty Ship *Sam Key* model in foreground. *River Derwent* in background

