Summer!

THE ROLEX SYDNEY HOBART YACHT RACE – CRUISE SHIPS IN PORT

THE WESTCOASTER – NEW ANTARCTIC ICEBREAKER

CARNEGIE GALLERY EXHIBITION – ACROSS FIVE DECADES
Photographing the Sydney Hobart Yacht Race – by Richard Bennett
Dear Members and Friends of the Museum,

This year our AGM was held for the first time in the Carnegie Gallery at Argyle Street. We welcomed new committee member Philippa Scholten. The previous night we successfully launched Richard Bennett’s beautifully photographed ‘Across Five Decades’ exhibition, which depicts Sydney Hobart Yacht Races. The official launch, undertaken by President of Australian Sailing, Matt Allen, was attended by 150 guests. This exhibition will be on display until 28 January 2018. Make sure you get to see it. For anyone with an interest in sailing it is a beauty!

We have had another excellent year and I have reproduced the bulk of my report to members for you to review the Museum’s activity and progress over the twelve months from July 2016 to June 2017.

President’s Report 2017

Overview - For the Maritime Museum of Tasmania the last twelve months have been a period of solid, steady growth. Your committee has met every month to consider the key Financial, Operating and Marketing pillars which then address each section of the Museum’s planning and operations that must comply as a not for profit organisation across many issues and organisations.

My personal thank you goes to our executive committees and committees for their support and assistance. The continuing contributions by TMAG, HCC, and Tasports are genuinely appreciated. Our three permanent, part-time staff, Mark Hosking, Rona Hollingsworth and John Wadley deserve a very special thank you for frequently going beyond the call of duty.

Finances - The Museum is in a sound financial position due to a number of factors: the wise counsel provided by Treasurer Ross and the back up by Dugald are outstanding. While entrance fees generated a record $155,000 we would not be able to operate without the serious grant support—from several organisations—which exceeded entrance fees by $50,000 this year. The Museum gratefully acknowledges Arts Tasmania, The Tasmanian Community Fund, The Hobart City Council, TasPorts, Murdoch Clarke and Clennett’s Mitre 10, whose operating surplus $50,000 more than entrance fees this year. The resulting increase in entrance fee revenue offset a 9% fall in revenue from the gift shop, similar to other bricks and mortar Hobart retailers, with the Museum returning an overall operating surplus 38% higher than the previous year.

Carnegie Gallery - This was the Carnegie Gallery’s first full year of opening, and the space hosted two very different exhibitions: the Lamprell Collection of early Australian maps and charts, along with the MMT’s collection of Haughton Forrest paintings, then the travelling exhibition ‘War at Sea: the Navy in WW1’ from the Australian National Maritime Museum. This exhibition presented logistical challenges never before faced by the Museum and the experience of hosting it provided an extremely useful learning experience.

In June, the Carnegie Gallery was the venue for the ‘opening of the Deny King Museum, which is actually at Melaleuca. The opening attracted a crowd of about 150 people. The Museum received a significant grant from the Tasmanian Community Fund which provided for the repainting of the Carnegie Gallery, changes to the lighting system, including new energy efficient lights and the installation of a hanging system.

Collection - Over one hundred objects, as well as documents and photographs, were donated to the Museum this year. Of note were a table bell from SS Zealandia, a Hobart Customs Officer’s uniform from the 1960-70s to add to our gradually expanding collection of uniforms, and a portable Roman Catholic altarpiece from New Zealandia, a Hobart Customs Officer’s uniform from the mid-nineteenth century. The Museum also acquired a spoon presented as a christening gift to Olof Hedberg in 1817, who

continued on page 5

from the president’s log

by Kim Newstead
In this exhibition, Jack Chesterman links *May Queen* with *Industry* an equally significant Shetland sixareen which fished in the North Atlantic and is now displayed at the Shetland Museum. Both vessels are representative of working boats which played a vital role in the development of the coastal communities they served at different ends of the globe. They had different uses and different histories, but with a keen eye for composition, colour and light, Jack explores some of their fascinating confluences such as their functional lines and the mellowness and serenity that descends on old working boats which have weathered and aged but now lie at rest.

The works show *May Queen* from all angles, from up the mast to down in the bilges and include numerous close-ups which have a strong abstract quality. A few also have a winter layup and complete repaint. Our thanks go to RYCT for donating the slip and cradle time and to Wattyl for the paint.

For many years Jack has used his art to explore maritime heritage in the Northern Hemisphere. We are delighted that he, as a direct descendant of Henry Chesterman, has journeyed south to interpret a story that means so much to him and his family—and is also very significant for our Maritime Museum.

**THE MAY QUEEN AND THE SIXAREEN**

**ARCHEOLOGY OF JOURNEYING**

Forty degrees south, sixty degrees north

**THE MAY QUEEN AND THE SIXAREEN**

**ARCHEOLOGY OF JOURNEYING**

Forty degrees south, sixty degrees north

**new members**

We welcome new members:

Kim O’Leary    John Suckling
Sam Campbell   Paul Luck
Clive Reed     Barbara White
Russell Griffith Colvin Beecroft

Not already a member?

You can show your support for the Maritime Museum of Tasmania, and enjoy the benefits, by becoming a member. You can join online, or download an application from:

[www.maritimetas.org/support-us/become-member](http://www.maritimetas.org/support-us/become-member)

**Membership Fees**

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

- Individual: $30
- Family: $40
- Concessions: $20
- Interstate: $20
- Overseas: $20
- Quartedeck: $25 plus $275 donation
- Perennial: $1000

Perennial is once only, or four years Quartedeck membership.

Correction:

In the ‘Diving on Lake Illawarra’ article (MTT No. 60, September 2017) we captioned a photograph MV Lake Illawarra. It should be SS Lake Illawarra. Our apologies for this error and our thanks to the reader who brought this to our attention.

The Museum hosted visits from 32 school groups and 15 other groups, and the ever popular monthly talks continued. Based on recent attendances, we may have to consider a larger venue. Thanks John for all the behind-the-scenes work each month. The Museum is kept open by teams of four volunteers a day, seven days a week (incidentally about 6000 hours a year), plus at least a similar number of hours spent by volunteer shop and roster coordinators, bookkeeping and accounting, library, research, curatorial and committee functions. Thank you to each and every volunteer, whether you are behind the scenes or front of house, elected to committee or pressed into service, each individual makes a contribution to this terrific crew.

Overall membership numbers remain constant at just shy of 400, but the proportion of members who actively volunteer has increased slightly (approx. 25%). Committee member Michelle has completed the volunteer survey. Final results of that will be published in the New Year.

I have very much enjoyed the privilege of working as your president during the past twelve months and look forward to getting next year’s projects mostly finished and monthly lunchtime talk programs, now firmly established in the Museum calendar, generate significant media and public interest. The October talk, presented by visiting academic Wendy van Duivenvoorde marking the 500th anniversary of Dirk Hartog’s encounter with the Australian coast, was held in the Town Hall Ballroom due to the level of public interest shown.

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—Kim Newstead

**next exhibition:** *May Queen and the sixareen – Opens February 2018 – see page 4*

**across five decades**

**photographing the sydney to hobart yacht race**

Exhibition of Richard Bennett’s brilliant images until 28 January 2018

More information on back cover
Tasmanian Cruise Season
2017 – 2018

TASMANIAN PORTS EXPECT TO HOST RECORD numbers of cruise passengers (or ‘guests’ in industry parlance) this season, which began with Sun Princess berthing at Hobart on 10 October and at Burnie the following day. It was the first of 32 cruise ships scheduled to visit the NW Coast port, the last on 12 May 2018. While Hobart’s season is shorter, it will see no fewer than 72 callers up to 30 March—which should result in a very busy period for the Maritime Museum!

There are signs that the whole State is reaping the benefits of this influx. Wineglass Bay, Launceston and King Island are on the itinerary of the French Coral Expeditions I, which for the last couple of years has operated short coastal cruises out of Hobart. P&O’s Ocean Dream has also been here before, as has Dawn Princess, a regular caller at Tasmanian ports since 2008. Ocean Dream has also been here before, as P&O’s Pacific Star in 2007.

Most of these ships are return visitors to the State, though a notable newcomer to both Burnie and Hobart is the 2005 German-built Norwegian Jewel. (At 95,302 grt and 294 m, it is the largest cruise ship to have called at Burnie.) Its owners have adopted colourful hull liveries for their fleet, certainly eye-catching if perhaps slightly startling to those of us with more traditional tastes in such matters.

Other new visitors to Hobart are Coral Discoverer and Ocean Dream, and also making its debut is P&O’s Pacific Explorer—one none other than the well-known Dawn Princess, a regular caller at Tasmanian ports since 2008. Ocean Dream has also been here before, as P&O’s Pacific Star in 2007.

Coral Discoverer (at 1739 grt and 63.1 m, it can be described as a ‘bit of a tiddler’) was last seen in Hobart as Oceanic Princess in January 2006 and is replacing the even smaller Coral Expeditions I, which for the last couple of years has operated short coastal cruises out of Hobart, aimed at the top end of the market. This market is obviously growing, with 11 such voyages planned for the current season.

OUR FAMILY’S MORNING COMMUTE TAKES US into town along the Tasman Highway, past the Cenotaph, affording glimpses of whichever vessels are tied up alongside the Macquarie wharves. We are used to seeing the broad, flat sides of cruise ships looming over the warehouses, resembling, at least closer up, holiday apartment blocks in a Mediterranean resort.

But recently a different structure was seen above the roofs, looking for all the world like the derrick of an oil or gas exploration platform. Disappointment was expressed in the car when I admitted that I didn’t know what the structure was and instructions were issued in no uncertain terms for me to find out all about it.

I guess before the advent of the internet I would’ve needed to head to the wharf and grab someone coming down the gangway, but a few minutes on Google, and an email or two, produced what is probably a more complete response. It certainly provided more information than required by the original interrogator!

The vessel in question was JOIDES Resolution. It was indeed built as an oil exploration vessel in Halifax, Nova Scotia, in 1978. Since 1985 it has been used as a drill platform for scientific research and, from 2013, has been an integral part of the International Ocean Discovery Program (IODP). The IODP is the latest in a series of international projects that, since the 1940s, have explored the rich and varied planetary history captured at the bottom of the world’s oceans. Scientific drillships, such as JOIDES Resolution, allow scientists access to some of Earth’s most challenging environments, collecting data and samples of sediment, rock, fluids, and living organisms from below the seafloor. ‘This long running international collaboration in scientific ocean drilling has transformed human understanding of our planet, addressing fundamental questions about Earth’s dynamic history, processes, and structure. The growth of scientific ocean drilling as a research technique has led to the development of new tools and methodologies and has fostered enduring international collaborations in research, education, and public engagement.’

JOIDES Resolution is owned by Overseas Drilling Limited, a subsidiary of Siem Offshore AS, and the ship is operated by the JOIDES Resolution Science Operator (JRSO); at Texas A&M University through funding from the US National Science Foundation. The vessel is named for HMS Resolution, commanded by Captain James Cook over 200 years ago, which explored the Pacific Ocean, its islands, and the Antarctic region. JOIDES is an acronym for the Joint Oceanographic Institutions for Deep Earth Sampling, which represents the original partnership of universities that sought to explore the geology beneath the ocean floor.

The vessel’s website describes a peripatetic life, criss-crossing the world’s oceans. Each separate voyage has clearly defined research goals with new teams of scientists drawn from participating universities around the world. The voyage that brought it to Hobart in late September commenced in Townsendsville two months earlier and the principal research task involved obtaining data to support the study of the role of plate tectonics in global climate evolution over the past 60 million years (see map, p. 8).

Outreach to schools and engagement with new and early career scientists are important parts of the overall project. The ship’s website offers opportunities to engage with the crew and researchers through blogs and video events and contains plenty of material for class-based activities. An annual voyage, entitled School of Rock, is open to secondary level STEM teachers to showcase the work and programs of the IODP and to support the development of future generations of STEM/Geoscience students.

More information on the IODP, the JOIDES Resolution and its voyages can be found at the websites http://www.iodp.org and http://joidesresolution.org

http://www.iodp.org/about-iodp/history accessed 31/10/17
1 http://joidesresolution.org/expedition/371/ accessed 31/10/17

continued on next page
TWO TASMANIAN YACHTS have registered this year: Force Eleven and Morning Star. Both will be double-handed and will race against fully manned yachts and others with only two crew. The higher proportion of double-handed yachts this year, 15 of 22 entries at the time of writing, indicates preparation for the Melbourne to Osaka race in March 2018 in which all yachts have only two crew.

Force Eleven (11.9 m) was launched in 1988. It’s a modified Adams 11.9 sailed by Tristan Gourlay and Jamie Cooper (DSS). It is a proven competitive double-handed racer competing in the Melbourne to Vanuatu and other offshore races, including the 2017 Maria Island race. Both sailors have extensive sailing experience and have competed in Sydney Hobarts, Westcoasters and Three Peaks Races. Force Eleven is an entrant in the 2018 Melbourne Osaka Double Handed race.

Morning Star (10.4 m) was launched in 1983. It’s a Sparkman and Stephens 34, built by Swarbricks. Now an entrant in the 2018 Melbourne Osaka Double Handed race. Morning Star competed in the 2017 Maria Island race and, after the Westcoaster, will also be competing in the 2018 Melbourne Osaka race.

After 46 years, and despite the reservations of several critics when it was first announced, the Westcoaster has a proven and enviable safety record. This is a tribute to the careful preparation by hundreds of boat crews who have completed the race without major incident and to the careful management and education programs put in place by the Ocean Racing Club Victoria (ORCV).

The race presents in five sections, each with its own challenges:

— Bass Strait, including King Island to Cape Grim, the north-west corner.
— The West Coast, from Cape Grim to the South West Cape.
— The South Coast, South West Cape and Maatsuyker Is. to Whale Head.
— Whale Head across the bottom of Bruny Island and into Storm Bay.
— and finally the River Derwent into Hobart.

Bass Strait is notoriously difficult, often with south westerlies at this time of year. Strong tidal flows and localised wind conditions challenge navigational skills in the approach to the gap between King Island and Cape Grim. These factors can significantly affect the overall result.

The West Coast, a wild and beautiful stretch not seen by many sailors, starts at Cape Grim. Although the wind is often from the west or north-west, there are many challenges here. After Macquarie Harbour, sailors see little ‘civilisation’ until Bruny Island, though the south coast can be one of the highlights of the trip.

The race can be won or lost on the fickle section up the River Derwent. Local knowledge can be so valuable here with the Derwent’s complex wind patterns. Ideally no one wants to be caught in the river at nightfall but it is a point of honour in this race that no yacht finishes unheralded, and the warmest of welcomes awaits the finishers in Hobart. The Westcoaster is part of the 3 Race Sovereign Series which includes the ORCV Cock of the Bay and DSS King of the Derwent races.
WILSON BROTHERS SHIPWRIGHTS was established at Port Cygnet in 1900. It’s fitting therefore that the tradition continues with shipwright Jeremy Clowes of Cygnet Wooden Boats at Port Cygnet. That is where this story starts!

Having helped my father build small dinghies and wooden framed canoes as a child growing up in England, I had imagined building my own dinghy one day. Of course, I was seriously deficient in the skills and experience, so had a conversation with Jeremy. Being the positive and enthusiastic person he is, Jeremy offered to facilitate the whole process at his boat-building shed and engendered the interest of another rower from Port Cygnet, Jurgen Harder, because ‘we might as well build two!’ At this stage we discussed the type of dinghy and Jeremy suggested we take our inspiration from Mrs Wilson’s dinghy as it is significant to the area. Having purchased the plans … off we went!

We prepared the loftings (well, I held things and looked knowledgeable while Jeremy did the brain work), and decided to use a simple marine ply lapstrake and glue version of the dinghy for expediency. We utilised recycled stems of tea tree from Jeremy’s collection, with Huon Pine thwarts, transom and gunwales. The end result is very pleasing with the elegant shape and dimensions of the original, and a bit of poetic licence for our own aesthetics and usability. It has been a most interesting and enjoyable process for a couple of novices working with Jeremy on something which would have been impossible without his assistance. Perhaps the greatest thrill is knowing its significance for Port Cygnet—it’s helping to keep the history alive.

COASTAL SEAFARERS ARE hands-on and dynamic. From running catamaran tourist trips and fishing charters to working on rig tenders and offshore vessels, seafarers are highly mobile.

The flexible courses offered at the Australian Maritime College (AMC), at the University of Tasmania, are industry relevant and provide you with a globally recognised qualification that could take you around the world.

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Launceston to Hobart

NOW IN ITS ELEVENTH YEAR, the Launceston to Hobart Yacht Race has become a popular offshore coastal passage race for Tasmanian, and now Victorian, yachts.

Conducted by Hobart’s Derwent Sailing Squadron on the River Derwent and Launceston’s Tamar Yacht Club (from its Beauty Point marina on the Tamar River), the L2H, as it has become known, is now recognised as a significant all-Tasmanian offshore racing event.

This year a third Tasmanian enterprise, Riversdale Estate Wines, has joined with the two clubs as race sponsor, supporting and promoting the L2H on a long-term basis.

A feature of the sponsor’s input will be the Race Village on Hobart’s waterfront adjacent to where the L2H fleet (also yachts from the Melbourne to Hobart Westcoaster) will berth. The Race Village will be a source of race information as well as family entertainment and great Tasmanian food and wine.

This year all yachts will be fitted with a satellite yacht tracker providing up-to-date information on their race progress, including latitude and longitude, direction they are heading, distance to sail to the finish and progressive overall handicap positions in the PHS, IRC and AMS categories. The L2H 2017 fleet of 23 vessels will set sail from Beauty Point on the 285-nautical miles course at 11.30am on Wednesday 27 December with the leaders due to cross the finish line at Hobart’s Castray Esplanade two days later.

The L2H is unique in that the course is between the ports of Tasmania’s major cities, sailing around the spectacularly rugged East Coast. It is not an easy race, requiring excellent seamanship and accurate navigation. Rounding towering Tasman Island is a notable challenge. Another unique aspect of the L2H is that is a family friendly yacht race. Southern yachts are taken home down the Midland Highway then, after enjoying Tasmanian food and wine, will berth. The Race Village will be a source of race information as well as family entertainment and great Tasmanian food and wine.

The two Victoria entries are: 
- **Hush**, Peter Chaldey’s Cavalier 350si from Sandringham Yacht Club and
- **Vagabond**, Andrew McConchie’s Beneteau 47.7 from the Ocean Racing Club of Victoria.

DSS website for race updates: [www.dss.org.au](http://www.dss.org.au) then click Racing/Riversdale Estate Wines L2H 2017/ Tracker

Favourite for overall first place on handicap (decided on corrected times under AMS scoring – there are three handicap categories – AMS, IRC and PHS) is Whistler, David Aplin’s MB036 which, in mid-November 2017, won the 70th Maria Island Race.

However, there are five past overall, division or line honours winners in the fleet:
- **B&G Advantage** (Jeff Cordell) which won line and handicap honours in the inaugural race in 2007;
- **The Fork in the Road** (Gary Smith) line honours in 2008, 2012, 2013, 2014 and 2015;
- **Tilt** (Peter Cretan) line honours 2016;
- **Whistler** (David Rees) IRC & IMS 2009, and
- **Wings Three** aka Mr Burger, (Peter Haros) eq 1 overall, 2016, eq 1AMS, 2016.

The new icebreaker is due to arrive in its home port of Hobart in 2020. *Nuyina*’s length overall is 160.3m. It has a beam of 25.6m and a draught of 9.3m. With a range of 16,000 nautical miles and the capability to travel at speeds of 12–16 knots, it will be able to carry 1200 tonnes of equipment. It will be able to carry 1200 tonnes of containers on the aft deck and in front of the helicopter deck. It can carry four AS 350 B3 helicopters or two larger helicopters. Other equipment includes cranes, barges with trucks and four tenders.

Details of the new icebreaker are updated regularly on [http://www.antarctica.gov.au/icebreaker](http://www.antarctica.gov.au/icebreaker) This includes a time-lapse video of the ship’s construction at the Damen Shipyards.
Rolex Sydney Hobart Yacht Race

by Colin Denny

THE ROLEX 2017 SYDNEY HOBART YACHT RACE marks a significant anniversary for the Maritime Museum’s floating exhibit, the cutter Westward. Seventy years ago, the yacht was launched by Jock Muir for owner George Gibson in time to compete in the inaugural Maria Island Yacht Race. The first race began on Saturday 1 November 1947. The 174 nautical mile Maria Island race has since provided a taste of ocean racing for Tasmanian sailors who later compete in the Sydney Hobart race.

Westward won the Maria Island race with an elapsed time of 52 hours 7 minutes 11 seconds, an average speed of just over 3 knots. Gibson noted that the yacht revealed outstanding sailing qualities particularly in light airs. He then entered the yacht in the 1947 Sydney Hobart race and claimed the first of two consecutive victories in that race.

The 1947 win was a triumph for the Muir family. Jock Muir had designed and built Westward primarily as a fast fishing cutter and George Gibson skippered the yacht with Jock as navigator and sailing master. The crew included Jock’s brothers Don and Wal and his father Ernie. Other members were Keith Radcliffe, Kevin Garrod and Don Colbourn.

In sometimes heavy conditions, Westward took 5 days 13 hours 19 minutes 4 seconds to cover the 628 nautical miles to Hobart, but in 1948 the yacht was almost a day quicker. Nevertheless, 2017 is a significant anniversary for Westward.

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MORE THAN 100 YACHTS will face the starter on Boxing Day 2017 in the 73rd annual Sydney Hobart Yacht Race. Among the fleet are thirty-one international entries including nine identical Clipper 70 yachts from the United Kingdom competing as part of the 40 000 nautical mile Clipper Round the World Race.

The two entries from Tasmania are Michael Pritchard’s fast Farr designed canting keel Cookson 50 Oskana and Michael Crew’s comfortable Dynamiq 62 cruising yacht Magic Miles. The yachts come from opposite ends of the sailing spectrum.

Hobart orthopaedic surgeon and well-known Targa Tasmania competitor Michael Pritchard recently acquired Oskana to replace his Beneteau First 45 Audere that he sailed to a credible second place in ORCi division three in the 2014 race. For the 2017 campaign it is a big step up to the state of the art Cookson 50 that, as Victoire, won the 2013 Sydney Hobart race for Darryl Hodgkinson. Skipper Pritchard has been busy preparing the yacht and will be joined by Hobart sailmaker Michael Hutchinson as boat captain with a local crew.

Michael Crew, an international airline pilot, moors Magic Miles at Kettering where he has immediate access to the sheltered waters of the D’Entrecasteaux Channel for his private charterers. The yacht can be chartered to sail further afield and, being the same Phillip Briand design as Hobart yacht Helsal IV, the two yachts have been used in the past for comfortable match racing. The race to Hobart will be relaxed and unrushed for the sailors aboard Magic Miles.

Follow the progress of the yachts at http://www.rolexsydneyhobart.com/tracker/

Oskana and Magic Miles

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More details about the race and the yachts at http://www.rolexsydneyhobart.com/

Fastest S2H race Perpetual LOYAL (Info Track) in 2016. 1 day 13 hours 31 mins 20 secs

Perpetual LOYAL, holder of the fastest S2H race record was renamed Info Track by new owner Christian Beck and will compete in the 2017 S2H.

Follow the progress of the yachts at http://www.rolexsydneyhobart.com/tracker/

Dorade

The 16m Sparkman and Stephens classic yacht from USA (Sail No 16) has been racing successfully along the eastern Australian coast this year in preparation for the 2017 Sydney Hobart.

Dorade – launched 1930
Still racing!
IF THERE HAD BEEN A TASMANIAN TELSTRA

**Shipping pioneer in Tasmania**

by Anne Ashford

**Phillis Seal**

Phillis Seal

Photo: MMT Collection

The wife of prominent settler and businessman Charles Seal, a successful businesswoman and mother to nine children, Phillis was almost certainly the only woman to own a fleet of ships in any of the colonies at that time. Charles came to Tasmania in 1823, aged 22, as a free settler, with £777 ($35,000) in cash. He immediately bought 600 acres on the Lower Clyde between Bothwell and Hamilton and later added a further 100 acres. He returned to Norfolk, England, and married Phillis. They came to Hobart in 1831 and were granted a prime allotment in the township of Hobart on which to build a family home. This was to be St Kilda’s House, 13 Macquarie Street, on the site of the Mercury Building next to the Post Office, and was the family home in which she bore her nine children. Two died in infancy and two more in childhood. Her five family home in which she bore her nine children. Two died in infancy and two more in childhood. Her five

A few months after Charles’ death the ships of the whaling fleet were all re-registered in Phillis’ name. There is evidence in the records of the Marine Board of Hobart that Phillis managed her oil sales herself and sales of ships made after Charles’ death were made in Phillis’ name (e.g. Aladdin purchased in 1853; Cheviot sold by Phillis to William John Mansfield in the same year.)

Phillis’ intimate involvement with the management of her whaling fleet is evidenced by a petition she made to the Master Warden of the Marine Board. Phillis’ petition indicates that in lodging her petition she was taking a leadership role for the whole industry. Further support for her business acumen came from Dr William Crowther, who recorded that Phillis conducted Charles’ business ‘with consummate skill and commensurate success’ —fine praise from a successful business competitor. Throughout her widowhood she established and ran other small businesses, including a successful tobacco, snuffs and cigar shop in Murray Street. Whether she inherited this business from Charles is not recorded. In 1856 Phillis moved to ‘Waratah’ in New Town. Charles was a leading citizen, holding many positions on various Boards. After his death, Phillis did not shut herself away from Hobart society; in 1855 she gave an ‘exceeding elegant Fancy Dress Ball (Hobart Town Daily Courier) in Wilson’s large store on the New Wharf (Princes Wharf) with about 200 attending. Her philanthropy extended to St James Church in Montacute, near Bothwell (perhaps where Charles bought his first block of land), through the presentation of a communion set.

In 1866 Phillis left Hobart for Ballarat, where she would spend the rest of her life. At least four of her five children had settled there and there is evidence they were involved in the gold-mining industry. Her eldest son, Charles, was a gentleman and a money broker with considerable holdings in several gold mines. Phillis also invested, though not as heavily as did her sons Charles and Matthew. Little is recorded of her life in the Victorian city and whether she continued in business of any kind is not recorded. She died in Ballarat in 1877; no will or probate was registered for her in Victoria, and it appeared she owned no land in Tasmania at the time of her death as no will is registered for probate in Tasmania either. From what is known of the wills of her children, each benefited significantly from her estate. Charles Jenner’s wife, Wilhelmina, who died in 1909—already the beneficiary of Murray family money—left an estate worth over $14 million (2016 dollar value).

Phillis was buried in Ballarat Cemetery. At the request of her son Charles, she was disinterred in 1881, brought to Hobart and placed in the family vault at St John’s Park graveyard in New Town, in which lay the remains of her husband, her son William, who died aged 8, and Alice aged 16. In 1963 that cemetery was closed and all remains were exhumed and moved to Cornelian Bay Cemetery. A brass plaque indicates that her son Matthew, his wife and six of his children were placed in the same vault in later years. Two grandchildren who died overseas are also remembered on the plaque.

There can be no question of Phillis’ success as a businesswoman in the mid-nineteenth century, a time when businesswomen were rare. She would certainly have been nominated as Tasmanian Business Woman of the Year.
A Tasmanian Navigator

The story of Harold Gatty of Campbell Town

by Colin Denny

HAROLD GATTY, THE GRANDSON OF AN IRISH highwayman, became a pioneering navigator whose extraordinary skills and understanding of the visible universe made the world a safer place to travel.

Harold Gatty was born at Campbell Town on 6 January 1903, the third child of James and Lucy Gatty. James, the son of the convicted highwayman transported to Van Diemens Land in 1842, was a well-respected school headmaster. James Gatty moved with his family to Zeehan on his appointment to a new school where, in 1915, St Virgil’s College awarded Harold Gatty a bursary. He left Zeehan for boarding school in Hobart.

Gatty’s St Virgil’s friend, Noel Monks, remembered the desperate loneliness of boarding so far from their families and homes. The wharf area became the boys’ playground where visiting ships stirred their families and homes. The wharf area grew and he took on an assistant leaving him more time to research ways of improving aerial navigation. His school grew and he took on an assistant leaving him more time to research ways of improving aerial navigation. During his research, he met Lieutenant Commander Phillip V H Weems, USN, a serving naval officer, who had already developed methods of teaching air navigation. The simplified procedures used tables of pre-calculated position lines called the Weems Curves.

The two navigators began to work together on their research. Gatty had a mind for unravelling complex problems. An early invention was his air sextant, effectively a conventional sea sextant with a spirit level attached to create an artificial horizon. However, his greatest invention was the Gatty Drift Sight.

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continued on next page
Gatty had refocussed from marine navigation as pilots throughout the world desperately sought new challenges and records. Many brilliant pilots needed good navigators and in 1929, Roscoe Turner a flamboyant former circus lion-tamer approached Gatty to navigate him in his attempt to break the US transcontinental record. In that first attempt as navigator adverse winds denied them the outright record.

Gatty’s most celebrated flight was with adventurer Wiley Post in a Lockheed Vega monoplane powered by a single Pratt and Witney Wasp engine. In 1931, Post asked the Tasmanian to join him in an attempt on the around-the-world record of 21 days held by the German airship Graf Zeppelin. Gatty accepted the offer and they took off in the Winnie Mae from New York’s Roosevelt Field on 23 June 1931. Winnie Mae landed back at Roosevelt Field after circumnavigating the globe in a flight lasting less than nine days. They received a hero’s welcome and were each awarded the US Distinguished Flying Cross, the first civilians so honoured.

In January 1932, Gatty accepted the position of Chief Air Service Navigation Research Engineer with the United States Army Air Corps. He made it clear that he would not forgo his Australian citizenship so Congress passed a special act to allow him to take up the position. Gatty then set up the military celestial navigation schools that taught the officers who were to control US strategic air operations for many years.

Maritime and terrestrial navigation requires two-dimensional coordinates. Once in the air a third coordinate comes into play—altitude. It was Gatty’s research and practical application that led to a solution to many of the complex problems associated with three-dimensional navigation.

Following the outbreak of the war in the Pacific in 1941 Gatty returned to Australia as Director of Air Transport for the South West Pacific with the rank of Group Captain in the RAAF. His work resulted in a remarkable improvement in the movement of supplies but, in early 1943, following the defeat of Japanese forces in New Guinea, Gatty stepped down from the position and returned to the US. He set about writing a book for the US Navy to help downed Navy airmen survive and navigate their life rafts. The emergency maritime navigation manual was called The Raft Book and was placed in the survival kits of every allied airman in the Pacific.

After the Second World War, Gatty moved to Fiji to work. Here he wrote Nature is Your Guide, a book on navigation using natural senses and powers of observation. It was published after his sudden death by stroke in 1957, when he was just 54 years old.

On a visit to Annapolis in April 1968, this writer met the famous navigator P V H Weems who had been in business with Harold Gatty. Weems confirmed that Harold Gatty had developed many of the principles of three-dimensional celestial navigation for aircraft and said Gatty’s earlier research work was critical to the understanding of navigation in space.

Gatty is indeed a celebrated Tasmanian navigator.
**Postcard from Nepal**

Nepal is a beautiful landlocked country in the Himalaya, far from maritime influences, but if you’d like to travel to an inspiring location and experience this beauty, trekking with local people, have a look at the packages offered on the A-One website and try something different.

A-One Adventures International (Kathmandu) is a small, family-based, trekking company committed to offering bespoke travelling and adventure packages throughout the scenic and culturally rich parts of Nepal. It is ethically driven. All Nepali staff are paid a proper wage, never overloaded, and given full medical cover. More details at www.aoneadventures.com

We’re on Facebook @aoneadventure

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**Trekking in the Khumbu**

Trekking in sight of Annapurna, and Everest, through beautiful valleys, white-water rafting on the River Ghandaki, and lots more. We hope you can come to visit us soon.

Namaste

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**Book Review**

**The Catch: The Story of Fishing in Australia**

by Anna Clark

NLA Publishing (October 2017)


265 mm x 220 mm

168 pp. b&w and colour illustrations

‘In every coastal town in Australia, there’s a bait shop and a boat ramp.’ While this book acknowledges the pursuits of recreational fishers who frequent those bait shops and boat ramps, it informs on many levels. It’s written by a fisher who is also a historian. The subtitle of her book is ‘the story of fishing in Australia’ but many stories are woven into the text and the fascinating illustrations tell more stories. Material for the content is drawn from around the country, with details of pre-colonial fishing to present interests. Read about the diverse fishing practices of indigenous peoples, about whaling, commercial fishing, canneries, fly-fishing, and rock fishing; of the introduction of salmon and trout to Tasmanian waters, and of farmers who used unsaleable surplus fish—four ‘couta to an apple tree—as fertiliser, and of Europeans amazed to find the ‘sea floor off the west coast of Tasmania carpeted red with crayfish’. New technology and government regulations brought changes; research fostered awareness of fish stocks and conservation issues. With lots of facts, stories, a glossary, bibliography and index … there’s a wealth of information crammed into this captivating book.

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**Knot so hard**

No 44 – Myrtle Hitch

This knot has generated debate among members of the International Guild of Knot Tyers. Opinions vary on its security, which apparently relies heavily on how well it is dressed down and on the materials used.

1. Make a loop in the bight.
2. Pass the Working End of the second rope through the loop.
3. Take Working End under the Standing Part of first rope and then through loop.
4. Dress down both of the generated loops.
5. Take the loop as formed in Fig. 1, twist and lay the generated loop across the Standing Part.
6. Pass Working End through to two loops. Then draw left and right parts of the first rope down firmly to form the knot.

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Return Post from Nanaimo to Hobart

A few months ago I had a surprise email from Nanaimo and posted the cards was John Franklin Parry who later in his career bore the titles, Chief Hydrographer of the Navy, Vice Admiral and Sir. When Parry sent the cards (which the Museum was very happy indeed to accept!), he was Lieutenant Navigator and then Commander on HMS Dart as it surveyed the coast of northern Queensland between 1895 and 1900. His whimsical, captioned, stamped and addressed cartoons told as it surveyed the coast of northern Dart on HMS (which the Museum was very happy indeed to accept!).

In 1885 the couple had a big society wedding at All Saints Church in South Hobart and a honeymoon at the Dobson’s summer chalet at Fern Tree, before leaving for London. Emily’s father was Henry Dobson, an eminent lawyer and, at the time of the wedding, Premier of Tasmania. Her mother was also a well-known public figure involved in many social and philanthropic organisations.

After a period of survey work in the North Sea the Parrys returned to Hobart in 1895, leaving again in 1900. By 1904 Parry was Commander of HMS Egeria undertaking survey work from a base at Esquimalt Island near Victoria, Vancouver Island. The vessel’s main tasks from 1899 to 1910 were to survey the route of the proposed Pacific cable from Canada to Australia, to chart the northern coast of British Columbia and to find a suitable terminal for the Grand Trunk Railway. It also spent considerable time charting Nanaimo harbour and around Gabriola Island lying just offshore. It was here that John Parry presumably met Henry Good, which lead to their fortuitous friendship.

Life on a survey vessel could be gruelling, but in Esquimalt it was not all work and no play. All the lieutenants were young men in their twenties or early thirties and came from families with strong naval traditions. Egeria had a sports club; a soccer team which played in Victoria from Christmas until the beginning of March; the men went on hunting and fishing trips; and they also held parties on board for local children, including Henry Good’s infant daughter.

The convoluted maritime travels of a group of hand-drawn postcards from Hobart to Nanaimo and return, trace the rather amazing journey and life story of an eminent navigator and his Tasmanian wife.

John Franklin Parry was born in 1863 and joined the Royal Navy in 1877. He was grandson of Sir William Parry (a renowned Arctic sailor and explorer), and godson of Sir John and Lady Franklin. In 1891 John Parry was a Lieutenant on the survey vessel, HMS Penguin, when he became engaged to Hobart girl, Emily Dobson. The young couple most likely met in Hobart since naval survey vessels working off the far north of Australia regularly came to the healthy climate of Hobart for their annual rest and recreation.

New York is a big place, 8 million souls give or take. It’s busy, noisy, quite humid in their late summer heat and full of interesting stuff. New York is definitely a walking city; in our time there I lost nearly 2 kilos (keep going Wadsley, I hear you say … there’s still more to lose). So walk we did, as well as use their excellent Subway system. Never caught a cab, avoided the horse carriages and nickshaws (exorbitant tourist traps).

ARCHITECTURE – WOW! Such an eclectic mix of old and new, small and gobsmackingly big. We loved the Art Deco skyscrapers such as the Rockefeller, Chrysler and Empire State. (NOTE: This should not be seen as support for any such towers in Hobart!) Museums and galleries—so, so many of them: Natural History (spent all day there); Ellis Island Immigration (another day); Intrepid Sea, Air and Space; Modern Art; Metropolis Art; Guggenheim; American Folk Art; etc., and yes, they do have a maritime museum.

the SOUTH STREET SEAPORT MUSEUM is located in a sort of Salamanca Place style area of restored warehouses on the East River side of Lower Manhattan. But, curiously, it is quite small. In fact, we can proudly say that our Museum is bigger than New York’s! Their museum has a small fleet of vessels: the 1907 lightship Ambrose, that guided ships into Lower New York Bay; the 1885 ship Wavertree, one of the last large sailing ships built of wrought iron; the 1885 coastal schooner Pioneer, currently used as a sail training and cruise vessel; the 1893 fishing schooner Lettie G Howard and the last surviving New York built, wooden tugboat W.O. Decker, built in 1930. I did point out to them we have May Queen, which is older.

We did a round Manhattan Island cruise for three hours. It was a great way to see New York, with incredible commentary from a bloke who talks more than I do. There were a few more boats on the water than we see in Hobart: yachts, power boats, ferries (lots of ferries), tourist shuttles, garbage boats, tugboats, cruise ships, container ships and the odd naval vessel. There are lots of bridges, and each has its own story. Some have been here for a good while. We walked over the Brooklyn Bridge. (It’s very popular with walkers and cyclists, but don’t walk on the bike path, it could be the last thing you do!) We were on our way to Dumbo, originally an industrial district, now famous for street markets and arts/crafts. This curious name was coined in the late 1970s and it makes sense: Dumbo (Down Under Manhattan Bridge Overpass).

Central Park is great for relaxing in the heart of such an urban landscape. Amazing to think that this place, about 341 hectares, was first established in 1857 and somehow has been able to avoid reduction in size or inappropriate development ever since—a true wonder of urban planning. Another wonder is the High Line, a 2.5 km elevated linear park, greenway and contemporary art trail, which was created in 2009 along a former railway spur on the west side of Manhattan in New York City. A must-see.

All in all, we had a great trip, did four Broadway shows, avoided US coffee, had time with our girl, but we were glad to leave the madding crowds and renew our paradise. But what I miss now (apart from Sarah), is fast internet and free Wi-Fi, which was everywhere in NYC. Come on NBN, get your act into gear.

by John Wadsley, Maritime Heritage Coordinator

eighteen and twenty-somethings are now there, having probably started in their teens at work experience programs with the Harbour Master.

ARMS TRADERS (aka the banks) have a new office in the building"

Tom Good’s grandfather is at the top: One of John Parry’s ‘post cards’ to his wife.

by Rona Hollingsworth
from the galley

MANY JOKEs, when I was growing up, were based on the premise of the Englishman, the Scot (and it is a Scot, not a Scotsman—there’ll be letters!) and the Irishman, where the Englishman and the Scot would be the foil for the Irishman’s humorous exploits. Our recipe for this issue is inspired by a joke about an Irishman—a unique occasion for this column—but he’s not the stereotypical Irishman of old English jokes. It’s just that the joke wouldn’t work if he wasn’t Irish.

And neither would the joke work if it didn’t include oysters. I didn’t realise, until I started looking up information for this piece, that Chichester Harbour in England, on the shores of which I spent many hours as a kid, was a major supplier of oysters to London for most of the nineteenth century. The industry was killed off, practically overnight, in the early twentieth century after sewer outfalls were laid into the harbour. In 1902 a Mayoral banquet was held in Emsworth featuring a course of the famous local oysters. Unfortunately some proved to be contaminated by effluent, leading to the death from typhoid of a number of diners, including the Dean of Winchester Cathedral.

Tasmanian oyster farming has had more success. The Museum’s own Commercial Fishing Exhibition, which has successfully travelled to a number of venues around Hobart and the State, tells us that Tasmania’s natural beds had been pretty much fished out by as long ago as the 1880s, with Tasmania’s first Fisheries Inspector setting up a hatchery in 1885. I don’t think I had tasted an oyster until I came to Tasmania, but my daughter, Mika, who is now twelve, seems to thrive on them. In the early days of the Farmer’s Market in Melville Street she would buy a single oyster from the stallholder (and not be put off by the fact that his name was Paddy) was a hard-working Irishman from a small village. Daily, he would pole a heavy old punt out to sea then work a heavy iron grapple to bring up the sand oysters which he sold to the local ice works. A man of regular habits, he always arrived home at the same time. Sadly, Paddy did not realise the heavy grappling was taking a toll on a faulty heart. One day he failed to come home so his wife contacted the police to investigate his being missing. They rowed out to find Paddy dead in the punt, and beside him a huge grapple full of oysters he’d tried to hoist aboard. Headlines in the Irish Times the next day read: – OYSTERS KILPATRICK –

Anyway, I promised you a joke: Patrick (known to all as Paddy) was a hard-working Irishman from a small village. Daily, he would pole a heavy old punt out to sea then work a heavy iron grapple to bring up the sand oysters which he sold to the local ice works. A man of regular habits, he always arrived home at the same time. Sadly, Paddy did not realise the heavy grappling was taking a toll on a faulty heart. One day he failed to come home so his wife contacted the police to investigate his being missing. They rowed out to find Paddy dead in the punt, and beside him a huge grapple full of oysters he’d tried to hoist aboard. Headlines in the Irish Times the next day read: – OYSTERS KILPATRICK –

Oysters Kilpatrick

Ingredients
2 cups rock salt
24 oysters shucked
2 tbsp Worcestershire Sauce (It has to be proper Worcestershire Sauce– from Worcester.)
175 gms thin rashers bacon, diced
2 tbsp flat leaf parsley chopped
Lemon wedges to serve

Method
Preheat grill to medium-high heat.
Place rock salt, in a thick layer, on a baking tray or heatproof plate.
Arrange oysters (in their half-shells) on rock salt.
Sprinkle Worcestershire Sauce over oysters.
Top with bacon. Grill, on the salt, for 5-8 minutes or until bacon is crisp.
Sprinkle with parsley. Add lemon wedges.
Serve with a pint of Guinness or perhaps a bottle of Barilla Bay’s Oyster Stout.
Richard Bennett at the Maritime Museum

ACROSS FIVE DECADES
Photographing the Sydney to Hobart Yacht Race
Award winning photographer Richard Bennett has focused on the Sydney to Hobart yacht race for many years. His brilliant exhibition of photographs in the Carnegie Gallery at the Maritime Museum of Tasmania was opened by Matt Allen (on the right in the photo at left), President of Australian Sailing, in November 2017. The photographs are arranged chronologically and include famous images of Shogun (1984), Wild Thing (1990) and many more which will bring back memories of classic events.

OCEAN CLASSICS
Photography by Richard Bennett, and text by Bob Ross

This beautiful hardcover book of 84 pages, first published in 1994, is a compilation of Richard Bennett’s photographs of Sydney to Hobart yacht races and of other sailing events around Tasmania. At the back of the book is a map showing the course followed by each race.

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