

## Bookshop

Members are reminded that a well-stocked Bookshop is attached to the Museum. Please think of the shop when purchasing presents for friends and relatives, or when adding books to your own library. A wide selection of titles is held and members are entitled to 10% discount off marked prices.

The shop also has some books by authors who are associated with the Museum. They include Michael Nash, Audrey Hudspeth, Dan Sprod, John Sargent, Stuart Lester and Bern Cuthbertson.

## Contributor award

Jeff Leishman of Bob Jane T-Mart has graciously donated some complimentary vouchers, each valued at \$55, to our Newsletter, which we are intending to award to the best contributors to our publication each issue. This issue, the award is presented to Geoff Andrewartha for his interesting "Upstairs" notes.

## Nautical News – Spring Edition

Closing date: Monday 30<sup>th</sup> September – important to know if you intend to make a contribution to the next issue of Nautical News.

## HE, SHE or IT?

Lloyd's List announced in March that henceforth they will be referring to ships as "it" and not "she". Furious debate has raged since and the Royal Navy has declared that it refuses to accept the decree and will not turn their backs on tradition. The National Maritime Museum at Greenwich issued a statement, saying "Culture is a question of continuing tradition, and one should preserve those inexplicable quirks. It's not just a sentimental thing, you lose a level of understanding unless you understand the language of the time you're talking of."

## Evening of Slides from a Tall Ship

1<sup>st</sup> August 7.00 - 7.30pm at the Derwent Sailing Squadron.

Speaker is Wally Mounster who has recently completed 6 years of World voyaging as Engineer aboard the Bark Endeavour.

Open to members of the DSS and members of the Maritime Museum of Tasmania

Cost: A la carte dinner at economy rates

Members wishing to attend after the dinner at 8.30pm are encouraged to make a donation of \$4.00 towards the evenings entertainment.

Bookings: please phone the DSS on 62231977 before Monday the 29<sup>th</sup> July 2002.



## fromthegalley

### Spicy Fish Casserole with Rice

#### Ingredients

- Approx. 3 cups (750g) Cod fillets, skinned & cut into chunks
- Salt & freshly ground black pepper
- Approx. 1 tbsp turmeric
- 2 tbsp olive oil
- 1 large onion, finely sliced
- 2 cloves garlic, crushed (minced)
- 1 green pepper, cut into julienne strips
- 1 red pepper, cut into julienne strips
- 1 cup (250g) long grain rice
- 1 1/2 cups (400g) tinned tomatoes, drained & juice reserved
- boiling water or fish stock

• Sprinkle the cod with salt and dust with turmeric. Set aside.

• Put the olive oil into a large pot and cook for 30 seconds. Add the onion, garlic and peppers. Cover and cook for 30 minutes.

• Stir in the rice. Make the reserved tomato juice up to 2 1/2 cups (600mL) with boiling water or fish stock, pour over the rice, cover, cook 8 minutes.

• Stir in the drained tomatoes and cod. Cover, cook 4-6 minutes, until the fish and rice are done.

• Let the pot stand for 5 minutes check the seasoning and serve.

Serves 4 (or 1 glutton)

Bon Appetit! From "Lucky Pierre"

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# nauticalnews

NEWSLETTER OF THE MARITIME MUSEUM OF TASMANIA ASSOCIATION. WINTER EDITION 2002



## The French Reconnaissance – Baudin 1802

museum exhibition now open, displaying Baudin's work with early charts, navigation & surgical instruments

### ORIGIN AND SIGNIFICANCE OF BAUDIN'S 1802 VAN DIEMENS LAND VOYAGE, AND ITS BICENTENARY CELEBRATION.

In 1802 Napoleon and France were progressing towards the height of their European power. Bonaparte's seemingly invincible armies had completed their successful Italian campaign, captured Malta and defeated the Mamelukes in Egypt. Returning to France, his journey to Paris was a triumphal progress, and with the help of his brother Lucien he then completed a successful coup d'etat and had himself appointed First Consul, with virtually all-powerful personal rule in his hands. His magnificent cavalry then defeated the Austrians at Marengo, and his Breton general, Jean Moreau, inflicted a further series of defeats on the Austrians, culminating in the Battle of Hohenlinden in 1800 and the capitulation of the Austrian empire.

In 1802 the British convict settlement at Port Jackson was still struggling to survive, thirteen years after the HMS Sirius had made an urgent voyage to Cape Town via Cape Horn in 1789 for much needed supplies of food. When HMS Reliance had arrived at Port Jackson in September 1795, with Matthew Flinders

**It made a gigantic contribution to the atlas of plants and animals, with over 100,000 specimens, including over 2,500 new species**

aboard as senior master's mate, the chronic food shortage was unimproved. It is often overlooked that Flinders was aboard the aged HMS Reliance on two voyages to Norfolk Island for fresh food supplies and then on the hazardous circumnavigation via the Horn and Cape Town for further urgently needed supplies and livestock.

To complete this scenario, the French now sent a scientific expedition that had been personally commissioned by Napoleon Bonaparte. It was commanded by Nicolas Baudin, and was comprised of two thoroughly equipped ships, the Geographe and Naturaliste. Furthermore, they not only retraced the course of the D'Entrecasteaux voyage in the waters surrounding south-eastern Van Diemens Land, which had been undertaken a mere nine years earlier, but also investigated the newly discovered Bass Strait and the coasts of the future Victoria and South Australia. Thus, it is not surprising that, despite the Royal Navy having granted Baudin's Geographe and Naturaliste complete immunity from attack, the British officials in New South Wales suspected the French of planning a settlement in Van Diemens Land. This fear was strengthened when Baudin returned briefly to Van Diemens Land in 1803. Within months British settlements were established by Bowen at Risdon Cove in September 1803, by Collins at Sullivans Cove in January 1804 (after an abortive attempt at Port Phillip) and by Paterson

courtesy Anthony Brown "Ill Starred Captains"



at Port Dalrymple in November 1804.

So we are celebrating the Bicentenary of the expedition that triggered the settlement of Van Diemens Land. For world science, Baudin's expedition has a significance in its own right. It made a gigantic contribution to the atlas of plants and animals, with over 100,000 specimens, including over 2,500 new species, 10 times the massive collection of Cook's 2<sup>nd</sup> Voyage, and more than the total collections of Wallis, Furneaux and Vancouver!

This significance was enhanced by the outstanding contributions made to the study of the Earth sciences, both Geology and Weather, and to the Biological sciences, not only Botany and Zoology, but perhaps more importantly to Anthropology, with a wide-ranging study and appreciation of the indigenous population of Van Diemens Land. Both Baudin and his crew admired and respected the indigenous people of Van Diemens Land and cautiously enjoyed their company.

The Expedition made a significant contribution charting the coasts of Van Diemens Land. Baudin sent his young Hydrographers off, in longboat and dinghy, to undertake extensive charting, firstly in the south eastern part, then throughout the east coast and finally in Banks Strait and along the north coast to Port Dalrymple. *continued next page*



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# editorial

## Welcome to the first edition of the "Nautical News".

This is the beginning of what we hope will become a popular and widely read new style Tasmanian Maritime Museum Newsletter. With the assistance of our members and the support of some very welcome sponsors we expect to go from strength to strength in the years ahead providing all with many interesting and informative articles.

Whilst we are very grateful to those members presently contributing articles for publication, we are looking for many more of you to follow suite.

Tales of Nautical adventures, clean jokes, your favourite seafood recipes, buy swap or sell anything of interest to our members, would be most acceptable.

So, don't be shy, put pen to paper (or better still, submit it on computer disc!) and drop your articles in the box provided near the reception desk. If you wish to include your name for publication, do so, or if you prefer, you can use an alias.

Now, most importantly, we need money to fund our newsletter. If you or your friends know of any business which could be interested in advertising in our quarterly publication, please let us know, or better still, follow up on our behalf. The following rates apply:-

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

As the Museum's funds are limited we intend to be self-sufficient and require adequate income to enable us to expand and improve the quality of our newsletter to the stage where it will become a "must read" for members and an item of interest to visitors to the Museum.

Bob Petrass



### Thought for the day

Whoever said "Talk is cheap" never envisioned mobile phones and obviously never had a teenage daughter.



The French Reconnaissance *continued from front page*

From Partridge Island, Louis Freycinet led a small boat expedition to the Huon River and Port Cygnet. Pierre Faure sailed the *Naturaliste's* dinghy to Frederick Henry and Norfolk Bays for a detailed eleven day, anticlockwise charting voyage, while the ships remained at anchor in North-West Bay. He proved that Tasman Peninsula was not an island. This was to be followed up by Henri Freycinet's examination of Marion Bay from Maria Island a fortnight later during which a complete examination was made of Blackman Bay (Dunalley). At the same time Jean Marie Marouard commanded the dinghy in which Claude-Pierre Boullanger charted the entire coast of Maria Island and the East Coast as far as Eddystone Point, while Louis Freycinet surveyed Prosser Bay and the Mercury Passage. Meanwhile Faure made a thorough examination of the Great Oyster Bay. No wonder these areas are so thickly sprinkled with French names.

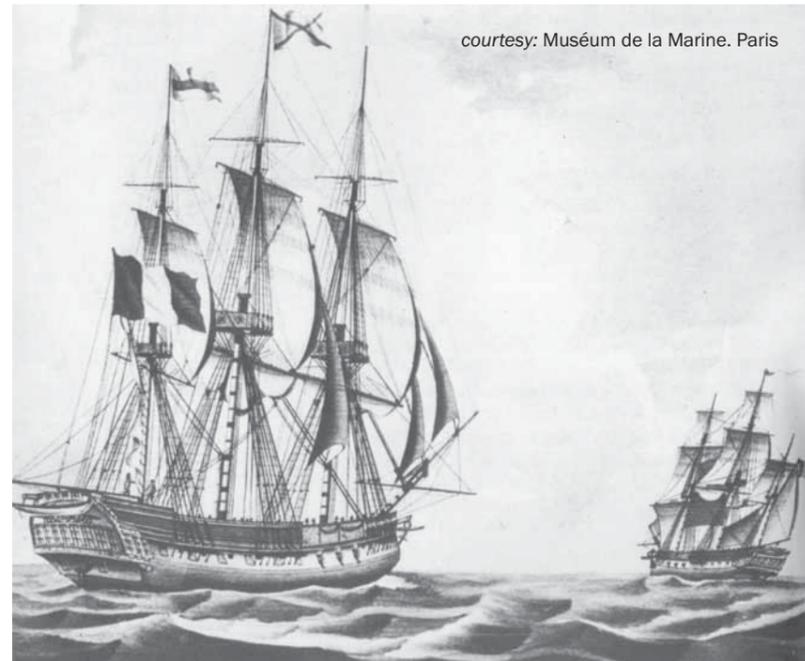
Highlights of all these endeavours have formed an important part of the exhibitions organized by the Tasmanian Museum and Art Gallery, by the France to Freycinet Committee at Swansea, and our own Museum.

One of Tasmania's earliest celebrations in 2002 was the yacht and motor-cruiser gathering at Partridge Island on Saturday the 19<sup>th</sup> January, organised by the Maritime Museum of Tasmania to commemorate Baudin's time in D'Entrecasteaux Channel. The Museum chartered the *Lady Nelson*, and in perfect weather she sailed on a splendid day excursion to Partridge Island with 34 passengers. They enjoyed a BBQ lunch ashore in company with the crews of the Regatta vessels.

Each participating yacht and motor-cruiser was awarded a specially cast commemorative bulkhead plaque, engraved with the boat's name. A prize was awarded to the best "dressed ship" (Rudi van Dort's *Ransom II*) and another to the most colourfully dressed crew (those aboard the yacht *Reflections*).

Many crews members and *Lady Nelson* passengers returned to Cygnet that evening for a gala French Dinner.

The present exhibition "**The French Reconnaissance. Baudin 1802.**" was opened at our Maritime Museum on Bastille Day by M. Arnaud Littardi (Cultural and Scientific Attache at the Embassy of France in Canberra). It will continue through until the end of 2002. Make sure that all your friends and family make special visits and re-visits to the Museum during its duration.



# president's notes

After months of meetings and negotiations by the Baudin Display committee the Baudin Exhibition was opened on Bastille Day. No site was available outside the Museum, so after detailed consideration the Davey Street end of our inner exhibition hall was chosen, for this and future Special Exhibitions. I am very grateful to Volunteers Bob Andrewartha and Don Underwood, my neighbour David Doran and my old ship-mate Max Aird for donating their time to create this new spacious area. Two articles about Baudin are included in this edition, which it is hoped will be appreciated by Members and Visitors.

We were all sad to see the "Cartela" propeller go. There was no other site for it in our limited space. The Curator (Rona Hollingsworth) and I had our agreement minuted with the understanding that it would be a main feature of our external signage. We were both surprised and disappointed when this was not permitted. I still hope that we can negotiate its display in the Sullivans Cove area as a "guide post" to the Museum. If that is not possible we could use an almost identical propeller off the "Excella", which we own. Hazell Bros generously moved it at virtually no charge, but as a Charity Job it had to be fitted in when they had time; thus Thursday and then Friday morning were postponed. When they arrived on Friday afternoon it was in the midst of a school visit! Their capable operators assured us that there was no danger, and the children (both boys and girls) seemed more interested in this than our artefacts!

Sometime ago the Museum Manager suggested the possibility of moving the Wilson Dinghy to Port Arthur as a prominent advertising feature. The Chairman of the Display Committee and I have visited the Visitor Centre at this historic site, and have identified a very suitable position. Despite this, and despite our urgent need for additional display space, I believe that very careful consideration should be given to finding a more "space-economical" position within the Museum for this colourful icon.

It is a pleasure to report that John Wedd has agreed to become our Association Membership Registrar. John is a very methodical and reliable person. Earlier this year he agreed to my request that he devote two mornings each week as Office Assistant. This has been a great success.



This Winter Newsletter is being posted in the same envelope as a Notice of a Special General Meeting, which will be an Information Night on the progress of drafting the new Constitution. Please attend this meeting so that there will have been a maximum input from Members before it is submitted to the vote at another SGM in September. We are grateful for the alterations already proposed by members, and assure everyone that each one has been seriously considered, and most of them included.

The "Main Thrust" of the Constitution is to replace the present two-tiered structure with a single body controlled by our Association. Most of the responses received from Members have fully supported this concept. Volunteer attendants and all volunteers have always been the backbone of our Association

and Museum, and their position is officially recognised in the Constitution.

At the Board's direction, the Vice-President and I have been investigating possible changes in accommodation space within the Museum. This arose out of a thoughtful paper prepared by Life Member Rolph Omant, a prince amongst volunteers. We have initiated steps to improve the Rest Room facilities for Volunteers. Preliminary investigation has shown that provision of water to (and drainage from) a stainless steel sink in the Rest Room seems quite feasible. It is also our intention to have a small refrigerator and a microwave oven installed. Of course it will be a dedicated Rest Room for Volunteers.

The "Darling River" lifeboat has been resumed from the Kingston Sea Scouts, and transported by Hazell Bros to Margate, where they are generously storing it under cover free of charge.

The Annual dinner was a very special occasion, with a splendid a la carte dinner prepared by Peppermint Ridge Catering at the Derwent Sailing Squadron. Our After Dinner speaker, Wally Mounster, gave an enthralling account of his six year world-wide cruising aboard the replica Bark "Endeavour".

**NOTE:** that an economy evening for our Members and Squadron Members is being held on Thursday 1<sup>st</sup> August at 6.30 PM followed by a Tall Ship Slide Night by Wally Mounster. We recommened a door donation of \$4.00 at 8.30 PM for Members not wishing to come to the evening meal. It is planned that the Squadron and our Association continue these evenings monthly.



## display committee

The area at the Davey street end of our Inner Hall, now displaying the Baudin Bicentenary exhibition will be dedicated to future exhibitions which will be changed 2 or 3 times per year. This is vital to maintain public interest and to boost re-visit numbers.

It is absolutely necessary to create and advertise regular new exhibitions. Our Display has been virtually static since we moved into the Carnegie Building. Under consideration are Safety at Sea, Flinders and 2003, Settlement and 2004, Communications from Flags to Inmarsat, disasters such as 'Blythe Star' and Tasman Bridge, Immigration, The Apple Trade etc. etc. Further suggestions are welcomed.

Another change in our Museum Exhibits is being contemplated. It has been proposed that the Wilson Dinghy be placed on long-term loan in the Visitor Centre at Port Arthur with an accompanying banner advertising the Maritime Museum.

The Committee Chairman and the Association President traveled to Port Arthur to inspect and choose the best possible site with Ms. Julia Clarke. It would be seen by 250,000 visitors each year. For the Port Arthur authorities it is an appropriate site, as it was built by a former Point Puer boy. More importantly, it is an extremely valuable advertising site for us. The area currently occupied by the Dinghy will provide a great deal of space for a number of valuable models and other artifacts at present in storage. Also two detailed models have been recently completed, both of which are available for display by the Committee.

One is a model of a Royal National Lifesaving vessel, the other is an immaculate model of the famous Tasmanian/Australian yacht *Utekah III* (this model was built at the request of the Museum). There are also a number of historic paintings deserving re-exhibition, including the 2 magnificent ship portraits by Edouard Ada.

A matter of immediate concern is the Model Exhibition which is planned to co-incide with the Australian Wooden Boat Festival. This will hopefully be held in the Carnegie Gallery.

Philip Fowler (Chairman)

## from "upstairs" (behind the scenes!)

### Concerning the four masted barque "Lawhill".

Amongst our collections is a faded original of "The Lawhill Times" a single sheet newsletter dated the 24<sup>th</sup> March 1942, at sea. When this was printed "Lawhill" was on her 43<sup>rd</sup> voyage, and was sailing from East London (South Africa) in ballast to Bunbury (W. Australia), arriving there on the 18<sup>th</sup> April. "Lawhill" is remembered as the last square-rigger trading to Hobart, arriving with cocoa beans for Cadburys in April 1943 and July 1945.

Do you know that we have a Cape Horner as a member who sailed on the "Lawhill"? He is probably the last of his breed in Tasmania. Bob Broughton joined "Lawhill" in Melbourne in May 1943 and I believe that he sailed near the Horn three times. He has very generously donated two significant books to our library. Many thanks to him for that.

Do any of you have documents etc. of Maritime interest, to add to our growing collection? This is steadily being sorted and computerised! Our research team continues to search for answers to for all sorts of Maritime questions.

The "Gayclite", now "Huon Islander", was derelict in Ray Kemp's backyard at Woodbridge for about 15 years. "Gayclite" was the ferry between Dennes Point and Tinderbox. The present owners in Sydney have done a lot of research, but are not positive who built this launch. Dose anyone really know?

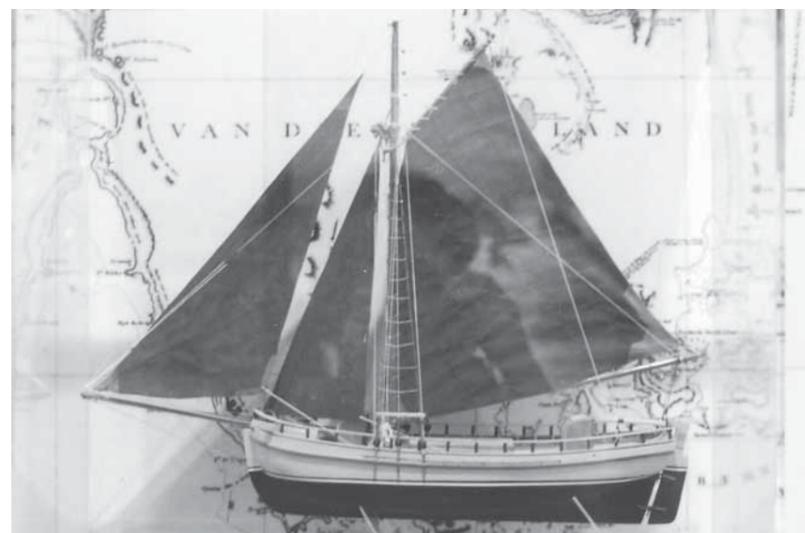
Does anyone know after whom the John Garrow Light was named? We do now! He was a Sandy Bay pastry-cook, who lived in Bath St. Battery Point and died 1924.

A current query for photos/plans etc. of the yacht "Fairlie III" comes from Italy! The owner knows that Robert Inches about 1902 built it. It was a Fife design. He is trying to refit it to original plans. What a project! The yacht must have 'a history'. Where has it been during the 100 years since 1902? Believe it or not, we have found a revised sail plan dated 1922 and some photos and a reference to this yacht in a 1924 Regatta program.

Finally, the Museum Library has a fine collection of books covering many maritime topics. There are now approximately 700 volumes.

We are always interested in increasing our holdings, so consider MMT Library before you dispose of "your treasures". Last year we actually rescued nearly 200 volumes, plus a significantly comprehensive collection of 46 volumes containing photos of most ships in every Australian and New Zealand shipping company over the years. All were removed from a truck headed for the tip.

Geoff Andrewartha



## Baudin - the man & the sailor



Nicholas Baudin, the leader of the major French scientific expedition which sailed into the waters of Van Diemens Land in 1802, was 42 year old when he arrived in D'Entrecasteaux Channel and was to die from tuberculosis within 18 months; before he was able to return to France.

He was born on the Ile de Re, a small island in the north-west corner of the Bay of Biscay, close to the historic Huguenot city of La Rochelle. Baudin had primarily been a commander of commercial and exploratory vessels, however he did serve for a short time in the French Navy when support was given to the Americans during the War of American Independence. The 1802-3 expedition was entirely instigated by Baudin himself, for he had established a great reputation as the successful leader of scientific expeditions collecting botanical, zoological and mineral specimens. This fame arose almost by chance; for after rescuing a group of Austrians off the Barbary Coast in 1786 he was decorated with the title of Chevalier of Honour by the Emperor of Austria, and the following year he was asked to transport Franz Boos (Franz Joseph's personal Natural History collector) to Mauritius. More importantly, he then carefully transported Boos and his valuable plant and animal collection safely back to Austria's Mediterranean port, Trieste.

By 1796, he had suffered a series of unavoidable marine disasters, losing three of his own vessels (each in turn named Jardiniere) sailing on behalf of the Austrian Emperor. After war broke out between France and Austria Baudin approached the director of the Natural History Museum in Paris for sponsorship. This resulted in the Minister of Marine providing the 350 tonne Belle Angelique. With great personal skill and heroism Baudin enabled the ship to survive a severe storm, then overcame serious obstructions initiated by the British commander in Trinidad (despite carrying a letter of Safe-Conduct obtained through Sir Joseph Banks). He went on to gather an immense collection of plants and animals in Puerto Rico and Venezuela. Baudin nursed this collection, including some large trees, back to France in 1798, arriving in Paris on the same day as Bonaparte's Italian spoils. He was admired and praised by his crew, by the Natural History Museum and the Ministry of Marine, and by The First Consul himself, Napoleon Bonaparte.

 **Baudin's work was made much more difficult by the demands of the civilian scientists**

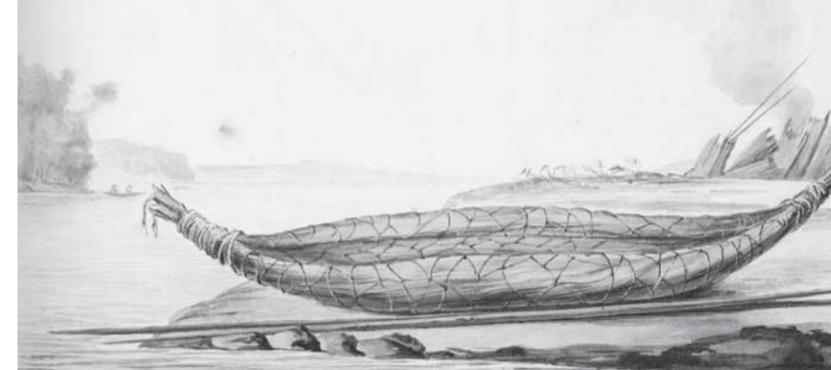
Within weeks Baudin had submitted a plan for a major, Voyage autour du Monde (Voyage around the World). This plan was promptly approved, but then for various reasons it was deferred many times by the Government officials. Eventually, in 1800 Baudin appealed directly to Napoleon. This resulted in

the Institute of France being instructed to proceed forthwith. They did so, but with a much revised plan to concentrate on New Holland and New South Wales (which included Van Diemens Land) and to send a very increased number of Scientists and Midshipmen. Baudin's fame had attracted a large number of candidates, but he was given very little part in their choice. The Scientists were civilians, many with great pride in their learning but not any understanding of a Captain's tasks and responsibilities, and of course not subject to Naval discipline. The Midshipmen were young and inexperienced, and very conscious of the importance of their influential families.

Baudin probably over-reacted to this invasion of his ships, Geographe and Naturaliste, by trying to introduce increased discipline. He certainly had a misplaced sense of humour, which had been accepted in good part by his friends on the Belle Angelique, with whom he mingled freely, but which was interpreted as sarcasm and ill-temper amongst the increased number of persons, from whom he remained aloof, aboard the Geographe.

Like James Cook and the commanders of other maritime

"The gentle confidence of the people in us, these affectionate evidences of benevolence which they never ceased to manifest, the sincerity of their demonstrations, the frankness of their manners, the touching ingenuousness of their caresses... all concurred to excite within us sentiments of the tenderest interest." *Francois Peron 1802 on the Van Diemens Land aborigines.*



expeditions, Baudin's work was made much more difficult by the demands of the civilian scientists. One of them was Francois Peron, who lacked any appreciation of the seaman's skills and responsibilities. When the ships returned to France after Baudin's death, the official account was written by this scientist, whose hatred of Baudin was monumental. It was indeed a sustained character assassination of a man no longer there to defend himself. This Official Journal was accepted as the true and full account by everyone, including the Emperor Napoleon. It had the immediate effect of blackening Baudin's name and the long term effect of having his work ignored in France. This was so effective that his own Journal written up in great detail until his death, was never published in French. Jules Verne, researching material for his adventure tale "Around the world in 80 Days" in 1879 was one of the first

## Baudin - the man & the sailor



continued from previous page

to mention the conspiracy of secrecy concerning Baudin. It was confirmed by research workers in France, and then fully covered by Frank Horner in "The French Reconnaissance" published by Melbourne University Press in 1987. Now, after 200 years Baudin's Journal has recently been published in French for the first time!

It is particularly sad that Peron, whose persistent hostility unfairly and unwarrantedly destroyed Baudin's reputation was undoubtedly the most brilliant young man in the expedition. He was a gallant Soldier of the French nation and a true Explorer in the widest sense. Not only was he a Physician, Marine Biologist, Naturalist, and a pioneer Anthropologist, but he was also an Oceanographer, Ecologist and Conservationist, before most of those titles were introduced. All this was achieved in a short life of 35 years. This is doubly noteworthy when his humble background is noted; being reared in poverty by a widowed mother. Furthermore, he grew up in a time of great national upheaval, revolution and war.

Peron himself died with tuberculosis shortly before he was able to complete the Official Journal. Louis Freycinet then undertook the completion of this journal and with his brother Henri the charts were edited. The bestowing of the name Freycinet Peninsula only then appeared on the charts, but it is not mentioned in Baudin's journal! Louis Freycinet led an expedition some years later aboard the Uranie, at which time he was shrewd enough to have all his scientists enlisted as serving sailors, subject to naval discipline. He also had his wife aboard, disguised as his cabin-boy! Governor Gidley King in Port Jackson instigated a gesture aimed at preventing the French claiming territory in Van

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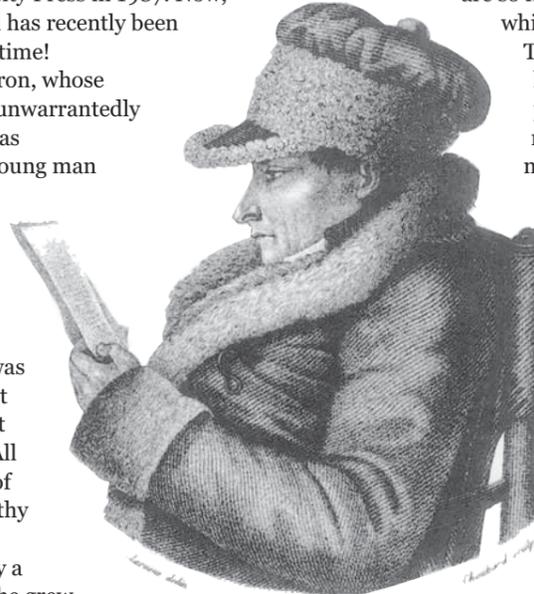
Diemens Land for France. After Lieutenant Robbin's pitifully inept raising of the Union Jack at King Island in front of Baudin and his scientists, Baudin wrote an outspoken and spirited letter:

"I have never been able to conceive that there was any justice or equity on the part of Europeans, in seizing, in the name of their governments, a land for the first time, when it is inhabited by men who have not always deserved the title of savages, or cannibals, which has been given to them, while they are but children of nature, and just as little savages as are actually your Scotch Highlanders or our peasants of Brittany who, if they do not eat their fellowmen, are nevertheless just as objectionable. From this it appears to me that it would be

infinitely more glorious for your nation, as for mine, to mould for society the inhabitants of the various countries over which they have rights, instead of wishing to dispossess those who are so far removed by immediately seizing the soil which they own and which has given them birth.

These remarks are no doubt impolite, but at least reasonable from the facts, and had this principle been generally adopted, you would not have been obliged to form a colony by means of men branded by the law and who have become criminals through the fault of the Government which has neglected and abandoned them to themselves.

It follows, therefore, that not only have you to reproach yourselves with an injustice in seizing their lands, but also in transporting on a soil where the crimes and diseases of the Europeans were unknown, all that could retard the progress of civilisation, but which has served as a pretext to your Government. I have no knowledge of the claims which the French Government may have upon Van Diemens Land, nor of its designs; but I think that its title will not be any better grounded than yours".



Francois Peron

**In contradistinction when Peron returned to France he tried to initiate a French invasion of Van Diemen's Land by a French military force.**

**This probably sheds light on the differences underlying the tragedy of the animosity between Baudin and Peron.**



## 30 years ago...

30 YEARS AGO THIS YEAR THE CONCEPT OF A MARITIME MUSEUM OF TASMANIA BEGAN...

As told by Eric Barnard to Julie Stacker – 16 June 2002

In February 1972, a meeting in the offices of the then Attorney-General, Max Bingham, saw the start of a chain of events that would end with the foundation of the Maritime Museum of Tasmania. Jim Mannion, who could be regarded as the founder of the museum, was the driving force behind this first meeting and subsequent efforts to build public support. Along with Jim Mannion and Max Bingham, this first meeting included Eric Barnard, Alderman Ron Excell, Jack Millar, Commander Morrell and Dave O'May.

In April 1972, another meeting brought together interested parties, with Max Bingham now the patron. The Committee formed at this meeting comprised Ken Wreidt (Chairman), Padre Millar (Vice-Chairman), Bob Balmer, Eric Barnard, Reverend Bevan, Jim Mannion, Dave O'May and Dan Sprod. The newly established committee wrote to the Prime Minister, 'Billy' McMahon, informing him of the establishment of the organisation and its ideal of founding a Tasmanian maritime museum in conjunction with the Shiplovers' Society, owners of a substantial maritime collection.

To get the new museum off the ground further consultations were held in Eric Barnard's parliamentary offices, as Speaker and as Minister for Agriculture. Efforts to find suitable accommodation around the waterfront proved a difficult exercise. Committee members viewed buildings in Hunter Street, Salamanca Place, and the 'Inspection Sheds' on the wharf between Constitution and Victoria Docks. During 1973, under Chairman Eric Barnard, the organisation took up an offer by immediate past chairman, Rev. Bevan, of the long room at the back of St. George's Church for a museum, on the condition that it was first renovated. Dave O'May, Bert Johnson and many others worked at the task, along with Committee members, until the building was in good enough shape to display the exhibits.

The Maritime Museum of Tasmania Inc. was opened on 7th December 1974 by Brian Miller, Minister for Tourism, who presented a cheque for \$1000 to assist the museum. A 'work order' employee who had taken part in the renovation project made and presented a lectern to hold the visitors' book. It was used on that first day and is still used today for the Maritime Museum's visitors' book.

### 30 years of MMT in 2004

**Looking forward to 2004, the Maritime Museum will celebrate its 30th anniversary...can anyone else contribute stories about the early days of the MMT and the Shiplovers' Society?**

### Another Greenwich item

The N.M.M. has recently opened an exhibition on tattoos. These skin decorations have been popular amongst sailors for the past two centuries or more.

Perhaps our archives could use the new Digital Camera to record as many as possible of the skin decorations amongst Tasmanian Merchant Navy and RAN members, both present and retired. The identity of those concerned would be absolutely confidential.

## membership drive

In our previous newsletter we asked our members to recruit NEW MEMBERS to our Association and the results have been most gratifying.

Also the Museum Association has been actively seeking new volunteers and to date we have received 33 applications for membership many requesting to become active volunteers.

### Recent new members are:

Laurie Bahr	Sir Max Bingham
Heather Chauncy	Sarah Corbin Max
Downes	Elizabeth Dunbabin
Roy Finnis	Alan Furmage
Terence Gillies	Doug Glisson
Ken Hales	Graeme Inglis
Des LeFevre	Kathy Lennox
Jack Lowe	Wendy McConaghy
Rene Mouchet	Barbara Murphy
Bill Nicholson	Jeff Oliver
Brian Pearson	Glen Peck
Tiiu Raabus	Brian Seed
Peter Shepherd	Mary Spencer
Amy Sutherland	E. H Thornton
John Wedd	Kristy Welch
Bernadette Welsh	Jayne Wilson
Peter Worsley	

Whilst we are delighted with the initial response to recruit new members, the drive to expand our membership has just begun. Many thanks to all those who have heeded the call and we trust many more of you will be signing up new members in the future.

One thing that has been brought to our notice is there is no provision on our existing "Application for Membership" form for the name of the member introducing the new applicant. This will be attended to in the printing of the new forms. In the meantime when nominating a new member please write your name on the side of the form. Apart from anything else, this may make you eligible for our quarterly sponsored prize, when we have a draw from the names of all those introducing new members.

Finally, we have already benefited from our new members as John Wedd has accepted the role of Membership Registrar and Des LeFevre has agreed to join our publicity committee.

Welcome aboard shipmates...(Ed.)

## “just a minute”

When “Sinbad the sailor” retired, he became a barman at the local Inn, aptly named “The Bucket of Blood”. These are some of the tails he told me.

One day one of the locals was boasting how his pit-bull terrier could beat any dog in the land. A stranger said he had a dog he was willing to bet could win any fight, and the bet was made for a contest the next day. The place was packed to the rafters the next day when the stranger arrived with the funniest looking dog they had ever seen and the place rocked with laughter when he declared his little yellow dog’s name was “Cruncher the Muncher”.

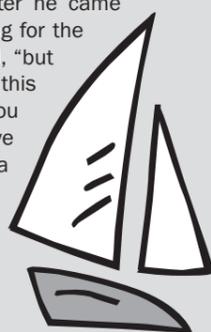
Immediately all bets were doubled and redoubled with the snarling pit-bull, known as Satan, desperate to be unchained to enter the fray. Meanwhile the funny little yellow dog seemed to be half asleep.

The bell rang, the pit-bull charged and “CRUNCH” it was all over in a second as the little yellow dog bit the pit-bull’s head clean off. The crowd were stunned, speechless, and looking on in disbelief as the stranger put his champion back in his bag, collected his winnings and proceeded to leave. Finally somebody found their voice and said mate, that is the most amazing dog I have ever seen, what breed is it? “Well said the stranger laughing, “before I cut it’s tail off and painted it yellow it was known as a baby crocodile”.

Another day a horse walked into the bar. “Why the long face?” asked Sinbad. Then there was the white ant that came into the bar and asked “where is the bar tender?”

Finally Sindbad told me about the drunk who came into the bar and bought everyone a drink. Then when he confessed he had no money to pay for the drinks. Sinbad threw him out.

A few minutes later he came back. “I’m shouting for the bar again” he said, “but nothing for you this time Sinbad, you get too aggressive when you have a drink...”



“Captain BLOOD”

## ‘Roma’

### THOSE THAT SURVIVE. VINTAGE VIGNETTES.

**Type.** Auxiliary Motor Yacht  
**Built.** Said to have been built by Charles Lucas, Battery Point around 1924, more likely completed by him c.1919 from an unfinished hull.

The origins of “Roma” are uncertain, but she might be the vessel which Charles Lucas completed as the “Molly Hawk” for Chief Justice Sir Herbert Nichols in 1918. This was an auxiliary launch with dimensions of 35 x 10 ft.5in.x 3ft draught, built to a design published in Rudder magazine in 1913, and very much like the “Roma” first heard of as owned by Justice Hutchins.

“Roma” seems to have had an unnatural liking for the beach at Sandy Bay, parting her moorings in gales and going ashore in May 1936 and January 1940. Her worst mishap, however, occurred when she was run down and nearly cut in two by the “Cartela” off One Tree Point on 22<sup>nd</sup> April 1943, fortunately without loss of life. Although through almost to the keel amidships, she was later refloated, towed to Battery Point, and extensively repaired.

In the early 1980’s “Roma” was purchased by Ross Johns of Lindisfarne who has refitted her to a very high standard as a motor-sailer.

*Jonathan Davis.*



### NEWSLETTER ADVERTISING RATES (per issue)

1/8 PAGE = \$10    ¼ PAGE = \$15    ½ PAGE = \$25    Full page = \$40

### MEMBERSHIP FEES

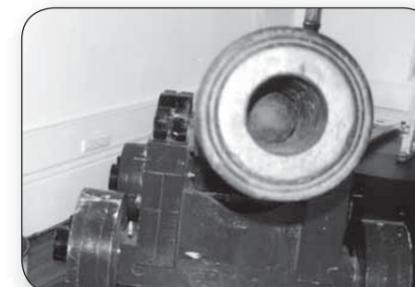
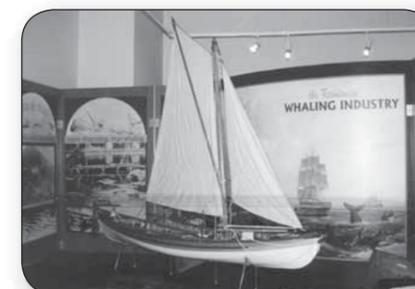
(including G.S.T.)

Individual	\$27.50
Family	\$38.50
Concession	
Unemployed	\$10
Card-holding Pensioner	\$10
Youth (11-18 incl.)	\$10
Interstate	\$16.50
Volunteer	\$10
Quarterdeck	\$25 plus \$275 donation
Life	\$1000 once only OR 4 years Quarterdeck
Bass and Flinders Foundation	\$2000 once only OR Life plus \$1000
Honorary Life Membership is awarded for Service to the Museum	



“the power of the authentic...”

cherish the maritime heritage of your island home



### From the Manager’s Desk

Leaving the Museum at 6pm on Friday the 28th June, I fortunately doubled back to get my mobile phone. As I entered the office space upstairs, I notice and smelt acrid smoke emanating from the overhead air-conditioning ducts. I locked all the doors, went downstairs and dialled 000 just as the fire alarm went off. I was waiting at the front door with my white helmet on when the fire truck arrived and was able to report that I was the only person in the building and where the smoke had been seen. The Firemen checked upstairs and finally found the source of the fire, a failed electrical circuit in the air-conditioning plant. This was repaired at 8am the next day and the air-conditioning to the building was restored. This “fire” was potentially disastrous for the Museum and its valuable artifacts and I have taken up some of the issues with the Hobart City Council.

I would like to pay special tribute to the Roche family and Peter O’May for not only lending us the recently removed Cartela propeller, but also for their fine support of the Museum over the last two years. Not only is the Cartela actively advertising the Museum on the waterfront daily, but they have kindly donated the volunteer Christmas function in December each year as well.

I have recently been working on a Risk Management Policy for the Board of Management as well as a Strategic Marketing Plan

for the next two years. I would appreciate any comments that volunteers can make to assist me in this task.

At long last the re-signing of the Carnegie Building is now approved and through the council planning process, and we anticipate that by September the building will look more like a Maritime Museum to passers by.

I understand that the Disabled toilet and disabled lift are approved and in the Council budget for the next year. The volunteer’s room will still remain just that, and I understand that the lift is planned for the area behind the present reception desk.

I would like to draw attention to the excellent letter written by John Cook recently in The Mercury concerning the reconstruction of the Tasman Island light at the eastern waterside edge of Mawson Place. Museum members lent their support to this project by way of letters to the Council in 1998 and John and I would appreciate any further support that you may wish to give.

I would like to thank all the volunteers once again for their continuing efforts to make this Museum the success that it is. That includes Committee members and Board of Management. We have over 90 active volunteers, more than we have ever had before, and it is good to see the new members being accepted and fitting in so well.

*Jeff Gordon*



## Lighthouses

This display was prepared in conjunction with the Australian Marine Safety Authority. It consists of the light and other material from Goose Island at the southern end of the Furneaux Group, and includes a "light board" showing the states former lights and their flashing sequences.

## Reconnaissance

This is the first major theme encountered in the building. It includes information on Aboriginal maritime activities, the early explorations and charting of southeast Tasmania by the Dutch, English and French, and the first circumnavigation of Tasmania. There is a display case of Aboriginal shell necklaces and two models, the Dutch ship Heemskerck and the colonial vessel Norfolk.

## The Southern Outpost

This title emphasises that Hobart was the southernmost British settlement and also an outpost of the principal Australian settlement of Sydney. Founded in 1803 as a penal colony there was a constant inflow of convicts for over 50 years (1803-1850). Featured here is the Cannon from the sailing vessel Wynaud wrecked off Bicheno in the 19th Century. Also displayed is a Convict prayer book and bible ex HCS Waterloo 1829.

## The Trading Port

This looks at the people and vessels that used the port and its development after 1850 and includes information and artefacts related to Captain Richard Copping. A display case of memorabilia highlights some of the shipping companies that used the port. A model of the Loongana is displayed on the wall opposite. Panels and illustrations about the development of the port are also situated on the wall fronting the street.

## Liberty Ship Samesk

This model represents the ships that underwrote the allied victory in WWII, mostly in the USA. Over 1000 of these 7000ton vessels were built - some in as little as 3 days in such places as Henry J Kaiser's Bethlehem Yard.

They were prefabricated, of welded construction, built largely by an army of female welders. They were built more quickly than they could be sunk! Alongside is a River Class of which the River Derwent is a fine example of the Australian version of the liberty ship.

**Radar Scanner** circa 1944, **Rexhenor Bell, Eddystone Point lighthouse telescope, Ship's wheel** (from the Hobart ferry Rosny and Binnacle).

## Otago Hatch

A small display built around the Otago hatch from the vessel commanded by writer Joseph Conrad. The Otago Hatch was rebuilt in 1975 as one of the only three known items still in existence from Joseph Conrad's only command.

## Ships

This wall display includes large paintings of various vessels, photos of life at sea, a model of the James Craig, a stern decoration from the Islander (an American Whaler), two figureheads and a meat safe. There is also a display case of navigational equipment.

## Steamships

A small display on the Tasmanian Steam Navigation Company includes art works, models, a display case of material and a ships chair.

## Whaling Industry

This theme examines the Tasmanian whaling industry during the 19th century, the history of the industry and the men, ships and equipment. It includes two models of whaling ships, and a collection of whaling tools from the Tasmanian Museum. Also featured is a collection of scrimshaw from the Tasmanian Museum and Maritime Museum of Tasmania and the centrepiece of a one third scale replica whaleboat constructed by Philip Fowler using Tasmanian Huon pine and Burma Teak. The teak is from Utiekah 111 (the first recorded Aust. Yacht to clear from a foreign port in 1927). All the teak used in Utiekah 111 came from the Bellerive gun Battery in Hobart.

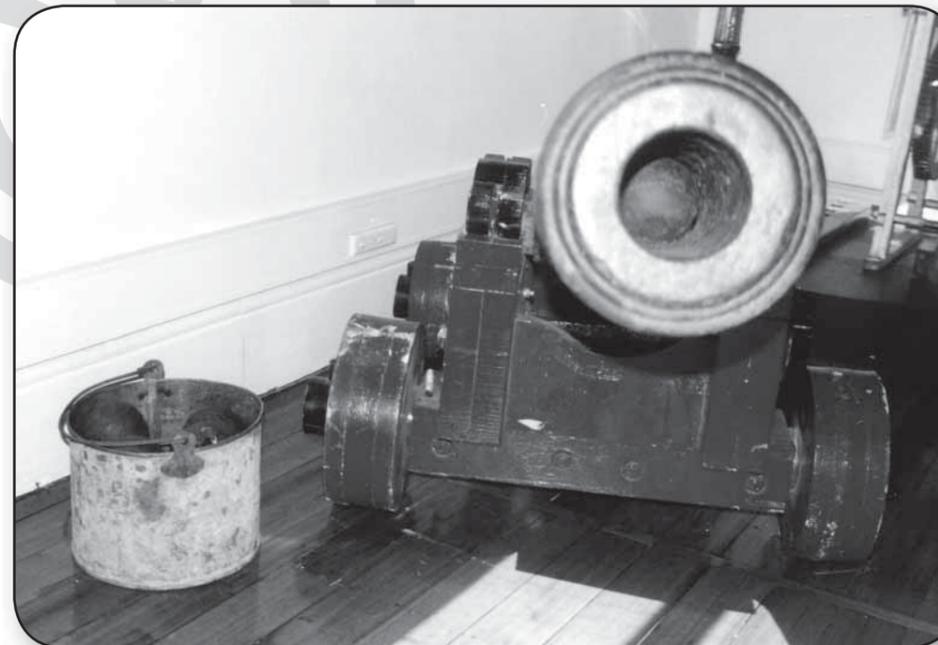
## Shipwrecks

This display includes information on shipwrecks of Tasmania, a display of artefacts from a number of wreck sites including the Sydney Cove, and a large hard hat diving suit and pump from the Marine Board of Hobart.

## Warships and Regattas on the Derwent

A Centenary of Federation funded exhibition featuring 100 years of warship visits and regattas. Of interest is the linegun from the German light cruiser Emden, the first engagement of the Royal Australian Navy.

Also featured is the visit by the HMS Hood in 1924, the first 7 Tasmanian recruits of the Women's Royal Australian Naval Service (WRANS) of 1942, and an interesting video of the 1950 Royal Hobart Regatta, featuring the Trading



Ketch race. This is the oldest continuously run Regatta in Australia.

## Temporary Exhibition - French Reconnaissance - BAUDIN 1802

The Baudin expedition was a major undertaking organized by the French Government and personally sponsored by the Emperor Napoleon Bonaparte, who was at the height of his power. Because its purposes were discovery and the advancement of science, the British Government granted it a safe passage despite the two countries being at war.

Baudin was chosen for his expertise as a merchant captain in previously finding and transporting safely many valuable plants and animals from other parts of the world. The expedition was lavishly equipped and staffed with civilian artists and scientists, many of whom did not fit in to the ordered routine and hierarchy of a naval ship, and caused headaches for the commander.

Nevertheless, the visit to Van Diemen's Land was a

highlight of his exploration of the Australian continent. Charting our waters, studying the flora and fauna and recording frequent contact with the Aboriginal people, Baudin and his navigators, scientists and artists left a rich heritage for us to enjoy. Tragedy stalked the course of the voyage as dysentery, malaria, tuberculosis and scurvy took their toll on the 238 men cooped up on the two ships. Many, including Baudin himself, died before reaching France again, but much of the extensive collection of plants and animals survived.

On display are also a selection of the historic charts collected by the late Dr J.A. Lamprill of Hobart, who bequeathed his collection equally to the Maritime Museum and to the Tasmanian Museum and Art Gallery. The earliest, dated 1641 shows an ignorance of the features of the Australian continent, and later charts illustrate the gradual completion of the jigsaw, including the East Coast of Tasmania. Medical and navigation instruments of the time will also be on view.

## The Shipbuilding Industry

This theme examines the extensive shipbuilding industry that was in operation in southeast Tasmania from the 1820s up to the present day. It looks at the background to shipbuilding and prominent shipbuilders, as well as a number of case studies representing classes of vessels or types of vessels, models, and shipbuilding tools. This display includes the 1871 Walter Paisley (ex-convict) built "Wilson Dinghy".

## INCAT Shipbuilding

This display was developed by International Catamarans and looks at the development of the company from their earliest vessel to the latest high-speed catamaran.

