

MARITIME TIMES OF TASMANIA

No 78 – Autumn 2022

\$3.50

MARITIME RACES

Trading Ketches

Clipper Ships

Cargo Ships

Catamarans

Steamers

Yachts

MUSEUM NEWS

President's Message

New Exhibition

+ our regular features
and TasPorts News

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RACE TIMER

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from the president's log

by Chris Tassell

Maritime Races, the theme of this issue of *Maritime Times* have been an important part of Tasmanian's summers since the 1830s. Both the Hobart and Sandy Bay regattas are among the longest running in Australia while Hobart is the finish for one of the world's greatest blue water yacht racing events.

In this issue Colin Denny outlines the history of the Hobart Regatta, which began in 1838, and the success this summer of the Tasmanian yacht *Sidewinder*, Line Honours winner in the inaugural Two-Handed Division of the Rolex Sydney Hobart Yacht Race. As Chair of the Museum's Acquisition Committee, Colin and other members of the Committee have been actively collecting material relating to Tasmania's involvement in the Sydney Hobart race. This contemporary collecting program aims to continue the development of the Museum's collection of material relating to this internationally important race which includes *Westward*. Built in Tasmania, and one of the very few yachts to win the race more than once, *Westward* is undoubtedly the most significant physical Tasmanian association with this race.

Moored in Constitution Dock on public display *Westward* also makes a significant contribution to the historic character of Hobart's waterfront. Importantly *Westward* remains in seaworthy condition through the continual efforts of a tenacious group of Museum volunteers. The challenges and demands of maintaining vessels, particularly those built of wood, are well known. Later this year the Museum will be seeking further support to ensure that *Westward* continues to be a living part of Hobart's heritage.

This summer's regattas and yacht races have been a much-welcomed return as Tasmania adjusts to the continuing and evolving presence of COVID. During the past year, the impact of COVID on museums and other cultural institutions throughout Australia has been profound. Not unexpectedly the number of interstate and overseas visitors to our Museum has declined as it has in most other museums in the state. Unlike many of the state's larger museums the Maritime Museum does not receive government funding for its day-to-day operations and is far more reliant on admission income.

In order to increase general awareness of the Maritime Museum and its continuing active program of exhibitions and events the Museum

Committee decided early this year to establish the position of Marketing and Promotions Manager on a part-time basis within the Museum's existing staffing budget. This position and that of Curator have now been advertised and the Museum anticipates making the new appointments in early autumn.

Another consequence of COVID has been the delay in releasing the 2020 Greater Hobart Cultural Venues Study. Commissioned by the Tasmanian Government and the Hobart City Council this study, released at the beginning of this year, focused on the performing and visual arts. It considered about 30 venues in the greater Hobart region of which only three, the Tasmanian Museum and Art Gallery, State Library of Tasmania and the Maritime Museum of Tasmania regularly presented programs that involve both cultural heritage and contemporary arts practice. Encouragingly the first recommendation of the study was that 'The focus for the next decade should be on upgrading existing sites and facilities to ensure that these are fit for purpose and operationally sustainable'.

While the recommendations of the report were in large part pragmatic, it was disappointing that the very active efforts of many of nearly twenty other smaller museums and heritage sites in Hobart in presenting contemporary arts practice in a cultural heritage context were overlooked.

As well as supporting and hosting contemporary arts practice such as visual artist Bill Mearns and sculptor David Hamilton in the past year, the Museum has also with the support of the Hobart City Council hosted its writers in residence project LUME with Danielle Wood and Kate Gordon working in and with the Museum's collections.

The Museum, despite COVID has also continued to support those undertaking research on aspects of Tasmania's maritime heritage. In this context the Museum was pleased to be able to host the launch in February of Michael Stoddart's book *The Blythe Star Tragedy*. Drawing on the Museum's archives, among many sources, Michael has written an engrossing book about 'one of Australia's most unnecessary shipping disasters in modern times'. Michael is to be congratulated on this book which helps to address some of the wrongs associated with the tragedy and again underscores the importance of the Museum's collections. □



Acknowledgements

Acknowledgement of Country

The Maritime Museum of Tasmania acknowledges the Tasmanian Aboriginal peoples as the traditional owners and custodians of the waters and islands of Tasmania that inform our work. We acknowledge and pay our respects to their Elders, past and present, and those emerging.

Our Patron

The Maritime Museum of Tasmania is pleased to acknowledge the support of its Patron: The Governor of Tasmania, Her Excellency, The Honourable Barbara Baker AC.

Our Supporters

The Maritime Museum of Tasmania gratefully acknowledges the support of the City of Hobart, Murdoch Clarke lawyers, TasPorts and Arts Tasmania.

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Ross Studley, Treasurer	The Committee also includes Alderman Jeff Briscoe representing Hobart City Council.		

Maritime Times of Tasmania

The quarterly magazine produced by the Maritime Museum of Tasmania
 ISSN 2652-1393 print | ISSN 2652-1342 digital



Front Cover Design: Wind and Waves
 Creative Commons

Maritime Times of Tasmania welcomes original historical or newsworthy articles for publication

Contributions, reflecting the Museum's mission to promote research into and the interpretation of, Tasmania's maritime heritage, can be short notes, or articles with text about 700–1200 words, accompanied by images if possible. Text will be edited to comply with the magazine's style and publication is at the discretion of the editor.

Ideally, your contributions will be in a Word document, with embedded images or, preferably, with separate 300 dpi JPEG or TIFF files. We can accept legible handwritten articles, with loose photographs, which we will copy.

Images must have a caption, be credited to the photographer or to the source, and have written permission to publish.

Please post your contributions to The Editor, 'Maritime Times of Tasmania', GPO Box 1118, Hobart, TAS 7001, or email with attachments to admin@maritimetas.org

Alternatively, you can leave your contribution at the front desk of the Museum at the street address above. Include your contact details. Please add to your calendar:

Deadline for the Winter (June 2022) issue is 18 May.

It's all about departures and new starts in our 'museum news' for this issue..

Our Curator, Dr Annalise Rees, has moved on to new challenges after guiding the redevelopment of the Carnegie Gallery exhibition space. During her time with the Museum, Annalise also helped us respond to the challenges presented by COVID. As well as managing the creation of the new temporary gallery and temporary, COVID-safe, Writing and the Sea exhibition on the ground floor, Annalise secured a Hobart City Council grant to work with the May Queen Trust to present Pics in the Rig, the projection of a selection of short films from the Museum's collections onto a screen, rigged as a sail, aboard *May Queen*. The nightly projections added some life to the waterfront while many normal activities had been suspended, demonstrating that, while the Museum itself might be closed, it was still active. Annalise worked hard with the volunteers to catalogue and document our growing collections and encouraged the Museum to engage with new audiences, especially through the LUME Writers in Residence project. We wish her every success in her new role.

We are sad to farewell Dugald McDougall, a mainstay of the Museum for many years ('in remembrance' column on p. 5).

We make a new start with the reopening of The Carnegie Gallery with an entirely new exhibition, the first major redevelopment of the Museum's exhibitions in over 20 years and the result of many hours of hard labour by the Museum's crew of volunteers and part-time staff. It was officially opened on 1 March 2022.



Her Excellency The Honourable Barbara Baker AC Governor of Tasmania and Patron of the Maritime Museum officially opened the new exhibition on 1 March 2022

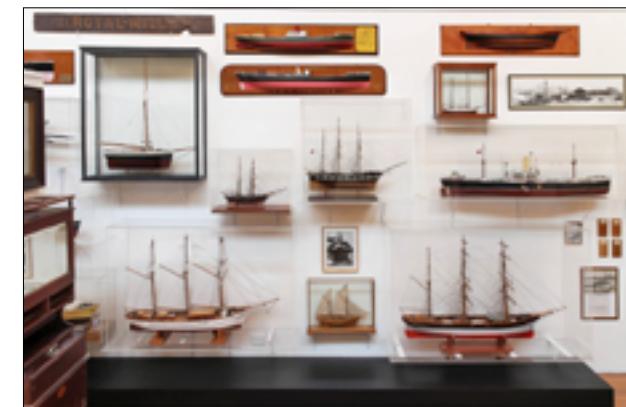
The new exhibition covers many aspects of Tasmania's maritime heritage: from indigenous watercraft that traversed the waterways for millennia, early European exploration, convict transportation and the whaling industry that made Hobart into a major seaport.

There are stories of shipwrecks, rescues, shipwrights and shipbuilding, colonial trade, immigration, and even a pirate or two. There is also our unique exhibit of the reconstructed Captain's Cabin from the RAN

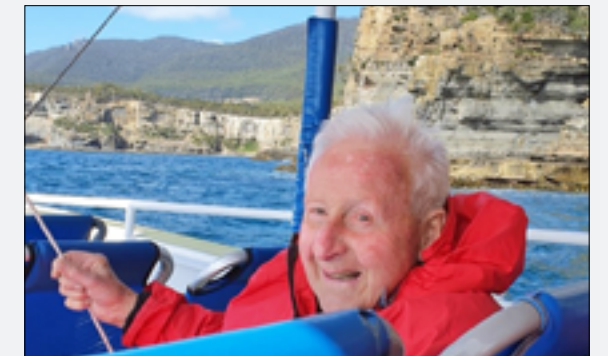
destroyer HMAS *Derwent* with its connections to the 1967 Black Tuesday bushfires (*Maritime Times* No 73 Summer 2020, p. 29).

The life raft from *Blythe Star* helps to tell an amazing story of courage and survival. Many items in the exhibition are displayed for the first time.

And there'll be a slightly new look for *Maritime Times* as we plan to showcase more items in our collections and books in our shop that are relevant to the articles, as well as bring you details of new acquisitions (p. 30). Updates in the next issue. □



Photos: Barry Champion



Dugald enjoying an outing for volunteers, sightseeing off Tasman Island in late 2020. Photo: Beth Dayton.

Dugald McDougall OAM has passed away at the age of 93. Dugald spent a lifetime lending practical support to his church, the Lindisfarne Boat Club, Scouts Tasmania, Rotary and other organisations and the Maritime Museum considers itself privileged to have benefitted from his support as a past committee member and, for close to twenty years, assistant treasurer responsible for the day-to-day financial transactions.

When I started at the Museum, in 2008, Dugald was a sprightly 79-year-old who could often be found up a stepladder changing light globes and who would race me up and down the stairs on the way to or from morning tea in the galley. He continued to climb ladders until close to his 90th birthday and had only recently started using the lift to get upstairs. (He still preferred to walk down if he could!) The Museum celebrated his 90th birthday in January 2019; the celebration had to be held shortly after the date as Dugald was away participating in the Scout Jamboree in South Australia for his actual birthday.

Dugald adapted to the many changes that occurred during his time at the Museum, managing the introduction of a new computerised shop stock management system and cash register. This was a major achievement for someone in their eighties who wasn't overly fond of computers.

The Museum is just one of many organisations where members will mourn his passing, but he will be remembered here through his Royal Naval Reserve uniform, donated to the Museum a short while ago. Dugald was a massive part of the recent life of the Maritime Museum and he is hugely missed.

Maritime Museum Members

We welcome new member

Graham Norton

Not already a member?

You can see the list of benefits and join online, or download an application form at: www.maritimetas.org/support-us/become-member

Membership Fees

Categories of membership and the annual fees, effective each year 1 July to 30 June, (incl. GST) are:

Individual	\$35
Family	\$45
Concessions	\$25
Interstate	\$25
Overseas	\$25
Perennial	\$1000 (once only)



Sidewinder

earns Sydney to Hobart Success

by Colin Denny

WHEN TASMANIANS ROB GOUGH AND JOHN SAUL set sail from Sydney Harbour on Boxing Day they knew they were going to be part of history. Little did they know they were about to become Line Honours winners of the inaugural Two-Handed Rolex Sydney–Hobart Yacht Race.

After nearly four and a half days of challenging sailing, Gough and Saul finished first in Hobart at sunset on 30 December 2021 in their Lombard-designed *Sidewinder*. The specialist shorthanded yacht stood up well to the difficult windward conditions of the first night but the sea state was bad which prevented them from using the autohelm allowed in shorthanded racing. The long hours of hand steering made it tough going. The off-watch crewman only slept for short periods while wearing all their gear in case they had to rush back on deck and Gough later admitted to injuring his ribs, making co-skipper Saul's work even harder. Gybing the big mainsail was particularly difficult with the running backstays to worry about.

After finishing Gough wrote, 'Great work John Saul, always super positive and strong, and a tireless worker, best co-skipper anyone could wish for.' He added his thanks to those who helped in the big project saying, 'Fantastic to be on the start line for the first ever S2H 2 handed, and even better to be on the finish line.'

Congratulations Rob Gough and John Saul, inaugural Two-Handed Line Honours Champions.



Approaching the finish line at Hobart

< Gough and Saul after the finish

Photo: Steven Shield



Sidewinder's track (green)

books in our shop

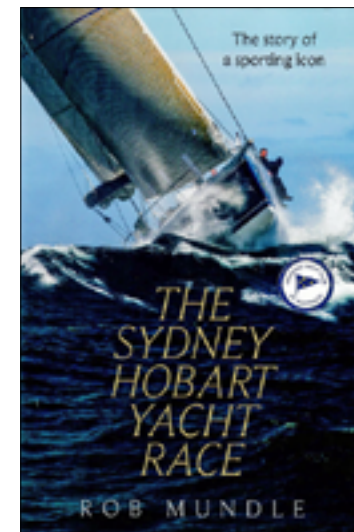


INTO THE STORM

Lessons in teamwork from the treacherous Sydney to Hobart ocean race

by Dennis Perkins & Jillian Murphy

xiii; 288 pages
Illustrated



THE SYDNEY HOBART YACHT RACE

The story of a sporting icon

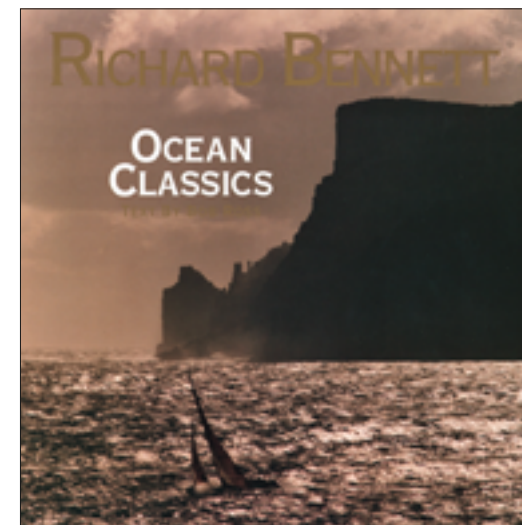
by Rob Mundle

410 pages
Illustrated

OCEAN CLASSICS

Photography by Richard Bennett
Text by Bob Ross

Photographic record of Sydney to Hobart yacht races, Melbourne to Hobart, etc. 1980s–1990s Hard Cover; 84 pages



Cover image by Richard Bennett: Zero III off Tasman Island in 1992



THE GREAT RACE

between the English and the French to complete the map of Australia

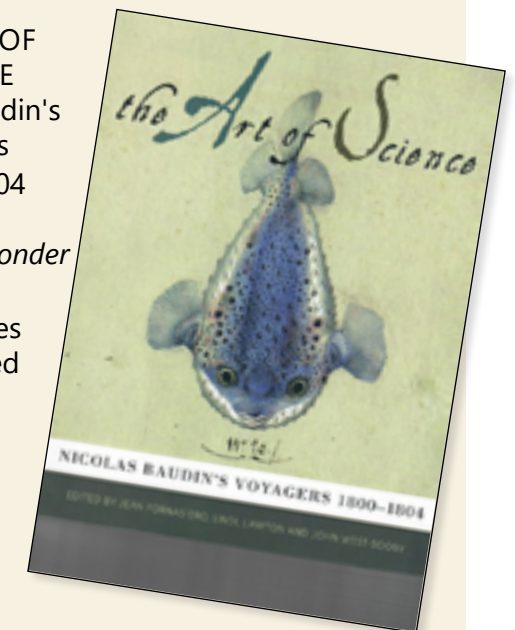
Two navigators were given a government assignment: to chart the great southern land.

Matthew Flinders for England & Nicholas Baudin for France
The book describes their three-year voyages mapping the coastlines and documenting the people, plants and animals of *Terra Australis Incognita* — Australia. 400 pages. Illustrated.

THE ART OF SCIENCE
Nicolas Baudin's Voyages 1800–1804

A sense of wonder

175 pages
Illustrated





Painting depicting Sir John Franklin's inaugural Anniversary Regatta in 1838. Image supplied by the Royal Hobart Regatta Association. Origin and artist unknown.

Spirited Sailors

Tasmanian Regatta Racing

by Colin Denny

A fine depiction of the 1852 Hobart Regatta at Pavilion Point, by Ludwig Becker, before Governor Fox-Young had the location removed to the present site. Image: TAHO Allport Collection.



HOBART TOWN FACED CHANGES in the 1820s owing to the arrival of whalers and merchants. The penal colony grew to be a settlement with a commercial element. In their book, *A Hundred Years of Yachting*, Webster and Norman noted that the presence of crews from visiting ships and the local trading vessels made the town, 'a veritable breeding ground for sea lovers'.

The sailors sought recreation and competition and the local newspapers reported enthusiastically of 'regattas races' between crews from as few as two ships. However, the very first planned regatta races were at the Governor's Regatta at Geilston Bay on January 5, 1827, under the patronage of Lieutenant Governor George Arthur.

The Governor's Regatta was a success, but Arthur did nothing to endear himself to the people of Hobart! A correspondent complained in the *Colonial Times* that, '...the appearance of this Marine Assembly was truly grand but not a single inhabitant of the town, besides those in Government service, was invited to join the party'.

Informal races continued for several years, attracting gamblers and large crowds. In April 1828, an account in the *Hobart Town Courier* described the situation:

BOAT RACING

On Thursday morning at 10 o'clock, an excellent boat race took place from the Jetty, to go five miles down the river, between a gig with picked hands, belonging to H. M. S. *Rainbow*, and a whale boat (the *Tasmanian Lad*) with six young men, natives of the colony [*i.e., locally born*].

The jetty was completely covered with respectable individuals, to witness this race, which was for 100 dollars [£25 sterling]... a large sum of money changed hands upon this occasion.

Another race of even superior contest was performed on Monday, between certain passengers in the ship *Medway* and some servants of the Sheriff of Van Diemen's Land. Like the former, it is said, large sums of money also changed hands upon this occasion, thereby contributing to impoverish still more this infant colony.

Another newspaper report dated January 1831 indicates how popular the races were:

THE REGATTA

On Wednesday at 8 o'clock, a very interesting boat race took place down our beautiful river from the Harbour to Sandy Bay and back. The competitors were the Amateur boat *Arrow*, manned by six gentlemen, and Capt. Shuttleworth's Gig manned by his seamen [from the ship *Resource*].

... The Amateurs however won with ease. The river was covered with boats, and very large crowds were assembled on the old and new Wharfs.

In January 1831 the Arrow Club was formed, 'the object of which is to establish Annual Sailing and Rowing Matches on our beautiful River'. Their first regatta was held in February and there were eleven starters watched by a huge crowd on Battery Point.

The weather was unfavourable. A north-westerly wind with typical sudden gusts and lulls made it dangerous to small craft. The start was from fixed stern moorings as was the practice in those days and on the signal gun being fired great confusion ensued. No less than seven boats collided in the gusty conditions.

The races were sailed under the regulations of England's Plymouth

Royal Clarence Regatta Club and helmsmen had to be amateurs. It appears the Arrow Club had some difficulty in defining the term 'amateur' so they determined that all persons were amateurs, 'who do not get their livelihood by manual labour'.

On Monday, August 22 1831, a regatta to honour the birthday of King William IV was held with thirteen competitors. The winning prize was a 30ft boat built by Daniel Callaghan said to be worth £100, more than \$20 000 in today's currency.

A huge crowd assembled again at Mulgrave Battery in ideal weather to watch the competitors sail two laps from Battery Point to Kangaroo Point then to Crayfish Point and return. After more than three hours a boat sailed by a Mr Buchanan finished first.

In February 1832 a regatta was held in honour of Queen Adelaide's birthday under the patronage of Lieutenant Governor Arthur. In contrast to his 1827 regatta, the Governor allowed a holiday for all prisoners employed in public works except men in chain-gangs. The principal race was won by a boat steered by Lieutenant Hill and in second place came the *Arrow* with a hand-picked crew of whalers.

Regattas continued intermittently until Arthur's term ended in 1836. The following year eight craft competed in the first Tamar Yacht Club Regatta.

Sir John Franklin arrived in 1837 to replace George Arthur. Sir John and his wife Jane found that there were few leisure choices in Van Diemen's Land so they decided that the ordinary people of Hobart Town should have an annual regatta to observe the anniversary of the discovery of the island by Abel Tasman in 1642.

The inaugural Hobart Town Regatta took place on 1 December

1838. Franklin declared the island's first official public holiday, and in doing so he hoped to make the regatta a day of celebration for all Tasmanians regardless of social class. Franklin's anniversary regatta continues today as the Royal Hobart Regatta.

Five races were held: four-oared gigs; sailing (two races); dinghies; and whale-boats. The first anniversary regatta was a great success with an estimated 6000 people helping themselves to free food and beer and enjoying a variety of entertainments. No doubt the Governor's generosity contributed to the success!

Early anniversary regattas were held at Pavilion Point near where Government House was being built (the Tasman Bridge now abuts Pavilion Point). In 1856 the disorderly crowd attracted criticism from the Governor, Sir Henry Fox-Young, for their 'colonial debauchery'. Fox-Young objected to the broken bottles and litter left behind so he ordered the next regatta to move from Pavilion Point to the present domain site, once part of what was known as the Government Paddock.

Regattas were held in many Tasmanian places but the next most significant after the Hobart Town Regatta was the Shipwrights Point Regatta at Port Huon. Races were first held at Shipwrights Point on New Year's Day 1850. Steamers took thousands of people on excursions from Hobart to the Huon each New Year's Day to enjoy the occasion.

In 1853 the settlers of Bellerive wanted their own regatta. A Kangaroo Point Regatta committee was assembled and Sir William Denison, the Governor who favoured convict transportation, offered his patronage. Denison's anti-transportation opponents in the Australasian League were



Ketches at the 1907 Bellerive Regatta

incensed and raised £120 to hastily organise a rival Battery Point Regatta on the same day.

Denison declared a half holiday and the opposing Committees held their clashing regattas on opposite shores of the River Derwent. The Battery Point Regatta supported by merchants and sea captains was more successful but the Kangaroo Point Regatta marked the beginning of what continues today as the Bellerive Crown Series Regatta.

The regattas were once principally for working vessels with trading ketch and working boat races dominating their programs. As time went on, yachts began to be purpose-built for racing so, from the 1880s, the regattas catered more for these specialised craft.

Yacht racing at all regattas was a serious business with high prize money at stake. At Shipwrights Point in 1894, the peak era of the 21' and 28' waterline racing yachts, a handicapping dispute occurred. Owners were furious that the regatta committee was more interested in socialising with Viscount Gormanston aboard SS *Oonah* than solving the dispute so both yachting classes went on strike, refusing to race.

It's now a different scene throughout Tasmania. Toward the end of the 20th Century regattas began losing their spectator appeal owing to changes in lifestyle and leisure habits. Many of them have changed their character, becoming local carnivals without the emphasis on water sports.

There are opportunities for competitors to race with many Tasmanian yacht clubs and to support the remaining regattas offering races on the water. The spirit of racing sailors continues to be strong but the crowds seen in years gone by might never return.



River steamers at the Shipwrights Point Regatta (date unknown)

A good crowd and a steamer at the Lindisfarne Regatta in the early 1900s
Photos: MMT collection



Spirited sailors continue to compete. Yachts racing from Bellerive in 2022
Photo: Jane Austen

left: Street photographers plied their trade at events like regattas and these two sisters were on their way to the Hobart event in the 1950s when this photograph was taken. You might know the cutie on the left. She's all grown up now and her days are busy at the Maritime Museum.

THE BRUNY ISLAND YACHT RACE launched the 2022 Royal Hobart Regatta sailing program. First contested in 1898 and once known as The Ocean Race, the 89 nautical mile circumnavigation of Bruny Island claims to be Australia's oldest ocean yacht race.

In 1898, Percival Douglas sailed the 28ft 6in. (8.7m) cutter *Sunbeam* to a handicap win after *Gift* crossed the line first in a time of 27 hours 5 minutes. (The current race record is 8 hours 3 minutes held since 2005 by New Zealand maxi yacht *Conica Minolta!*)

This year, 19 yachts started from the Regatta Ground in a light northerly breeze. *Stefan Racing*, a powerful all-carbon 24 metre canting keel yacht from interstate, soon sailed clear of the smaller competitors, but the whole fleet had a slow passage past the Iron Pot until the breeze strengthened.

Stefan Racing maintained its lead to gain line honours in 10 hours 5 minutes. Skipped by Grant Wharington with a local crew, the yacht came ninth on corrected time.

The winner
The consistent *Midnight Rambler* sailed by Ed Psaltis won the race ahead of Drew Latham's *Whistler*. □

Royal Yacht Club of Tasmania's 2022 Bruny Island Race

by Colin Denny



1898 winner *Sunbeam* (right)
MMT Collection

Stefan Racing heads the fleet from the start in the 2022 race.
Photo: Colin Denny





Cock of the Derwent

TRADING KETCHES
racing at the Royal Hobart Regatta

In February 1954, the Tasmanian-built ketches *Lenna* (1903) and *May Queen* (1867) competed in the Royal Hobart Regatta for the last time, including racing for the Cock of the Derwent trophy — a copper rooster (above)—manufactured ca 1920s after the original had been lost overboard.

Ketches had competed since 1842 and that first race was won by *Fortitude* built on Bruny Island. *May Queen* first won the race in 1868 and over the years recorded many wins and placings. Later, separate races were provided for first- and second-class ketches and, from 1908, other trading vessels, e.g. cutters and schooners also competed. The event became known as the trading vessels' race.

Until 1954 the winner of trading vessel races was the winner on handicap, the handicaps being decided by regatta officials. In addition, the Cock of the Derwent trophy was presented to the first vessel to finish, but returned for presentation to the first to finish in the next race.

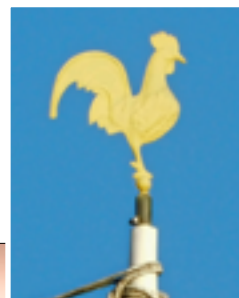
The 1954 Regatta was special, being arranged as part of the Sesquicentenary of the 1804 settlement in Tasmania and to coincide with the visit of Queen Elizabeth and the Duke of Edinburgh during their Australian tour. Two races for trading vessels were held on the two main regatta days. The first on Tuesday 16 February was for permanent retention of the Cock of the Derwent trophy, won by *Lenna* which was both first to finish and winner on handicap. The second on Monday 22 February, the last trading vessel race held and the usual handicap race, resulted in *Lenna* taking line honours by 15 minutes but *May Queen* winning the race on handicap by two minutes.

This last race was witnessed by the Queen and Duke from the gardens at Government House. Remarkably the former Duke of Edinburgh witnessed *May Queen* competing in and winning the December 1868 regatta race during his visit at that time.¹

After it ceased trading, *Lenna* worked as a fishing vessel with modified rigging and was later sold to NSW owners. Bern Cuthbertson visited the half-sunken *Lenna* in 2004,² but efforts to restore the historic vessel were thwarted by lack of funding. What timber could be salvaged is in storage. The Cock has been in the custody of the previous owners Richey Fishing since they bought *Lenna* from H Jones & Co.

May Queen, the surviving trading ketch with a long and proud racing record, is now maintained by the May Queen Trust. It is berthed in Constitution Dock and, if you look up, you will see a rooster on its mast — similar to that held by associates of *Lenna*. This one was crafted by John Kennedy, and is a reminder of *May Queen's* many triumphs.

May Queen in Constitution Dock, December 2021
Inset: rooster on *May Queen's* mast
Photos: Barry Champion



Lenna (above) on the River Derwent
Photo: John Craike Collection MMT P_CR_57708

RIVER STEAMERS
racing for Cock o' the River
on Christmas Day excursions

Though a bylaw stated that excursion vessels on the River Derwent were not to race while carrying passengers, the popular Christmas Day excursions from Princes Wharf in Hobart to Green Island and back were races and they were racing for the prize of a bronze and copper rooster which would be attached to the winner's mast for the next 12 months. Two regular entrants were *Cartela* and *Togo*.

The Maritime Museum is fortunate to have a copy of 'Recollections of Reginald Thomas Nichols, master of *Mongana*, *Excella*, *Breone*, *Cartela*, *Togo*.' He was a third-generation river master, taking command of *Mongana* in 1920. With his first-hand experience of the vessels, Captain Nichols left us a valuable gift with details that would otherwise be lost of incidents and personalities in the river trade. He wrote:

'1912 *Togo* had come down from Launceston to trade on the Derwent. *Cartela* also launched that year from Purdon & Featherstone. They raced that Christmas Day, *Cartela* winning. I was on board *Togo* that day, a boy of 12 ...

'1926 This race deserves special mention owing to the *Togo* running ashore — she was going pretty well that year leading all the way round but the *Cartela* was pushing her hard. Halfway across Sandy Bay *Togo's* steam was dropping fast. *Cartela* was overtaking fast and it looked like she would pass *Togo* off Secheron. *Togo* veered to port in an effort to stop *Cartela*. At this stage *Cartela* was halfway along *Togo's* port side. Capt. Chitty had a split-second decision to make either to stop and go round *Togo's* stern or hit the end of Princes Wharf. He chose the former and in doing so hit the *Togo* on the port quarter. She spun to port out of control and headed for the shore. Imagine the thoughts of Capt. Rowe, here was his ship with nearly 500 passengers on board heading for the shore at the rate

Cock o' the Derwent (title image), and right, the mounted trophy with a record of *Lenna's* wins, most on handicap, 1938 to 1954.
Photos: Lindsay Rex



Trading ketch *May Queen*. MMT Collection P_OM_2G_2c



of knots. She glided up on the beach on gravelly surface with two big rocks each side. She went right up as far as the forward gangway. Two tubes in the boiler burst which almost engulfed the whole boat in steam. This was a blessing otherwise the boiler might of burst there was not much water in the boiler. Most of the passengers were landed down the gangway forward.

'I had the *Mongana* standing off to watch the finish and went along side of *Togo's* stern and took off the rest of the passengers. The whole population of Hobart seemed to be around the esplanade that afternoon. Luckily no one was hurt or injured. The tide was low which made it better for refloating. At midnight on the second day she was pulled off by the *Mongana* and *Dover*. To look at her you would have thought her back was broken, but her steamed timbers stood her in good stead and when she went back into the water, went back into her natural shape. Taken to the Domain slip she was strengthened round the bow sections and none the worse for the mishap.

'The Court of Marine enquiry gave its verdict: *Cartela* two-thirds to blame, *Togo* one-third. *Cartela* was the overtaking boat and should have kept clear of *Togo* but *Togo* veered to port at the last moment and did not give the *Cartela* shore room. Capt. Chitty's ticket was cancelled for 9 months and Capt. Rowe's for 3 months.'

While the 1926 race is the one most often cited, there were other memorable races between *Togo* and *Cartela*; their last race was in 1930. *Cartela* once held the record time of 3 hours 5 minutes for the approx. 40-mile course.

below: 1926 Christmas Day race. *Cartela* (right) collides with *Togo*. *Arcadia* is in the foreground with *Mongana* standing by.



Captain Nichols continued:

'What became of that rooster? Well during my stay of four years on *Cartela*, I once asked the late Mr. Woolley what became of that rooster. He had been engineer on her for many years. "Didn't you know?" he said. "He died of starvation and fell from the mast." He was found later down the after hold amidst a lot of rubbish. What a inglorious end to that golden rooster.'



But was it the end? Was it rescued? What did happen to *Cartela's* hard-won trophy? □

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Thank you to everyone who contributed to this article.

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Togo aground after the collision. Photos: MMT Collection



BARGE RACES and SEMAPHORES

While researching details of *Lenna* and *May Queen* for the Cock of the Derwent article, I was reminded of the barge races at the Royal Hobart Regatta.

I was taken, aged 12, with our family of five to the 1954 regatta to see what I understood to be the last barge race on 16 February, not ever knowing that there was a later and actual last race six days later. This only came to light for me when I was looking recently at issues of the *Mercury* newspaper of the time. I have never read anything or had anyone mention the two races to me in the years since.

My most vivid memory of that day was watching a sailor on the British cruiser *HMS Ceylon* berthed near the Regatta Ground at the then Oil Wharf (where Macquarie No 6 berth is today), signalling with semaphore flags to a sailor on one of the cruisers at the Hobart wharves. Both were high up on the superstructures of their two ships to be in line of sight. They signalled a letter or number about each second which meant flags were flashing almost as fast as the eye could keep up.

Amazing to watch! A skill not seen today.

—Lindsay Rex

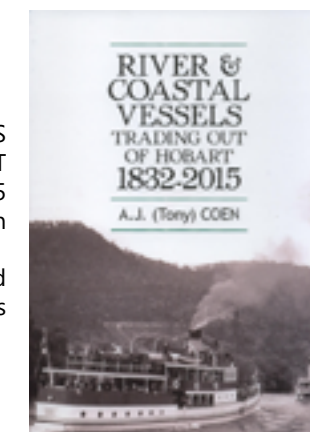
Semaphore cards in the MMT Collection



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RIVER & COASTAL VESSELS
TRADING OUT OF HOBART
1832-2015
by AJ (Tony) Coen

Illustrated
xii; 372 pages



SAIL & STEAM
Trading vessels to Georges Bay
1833-1958

by Garry Richardson

Illustrated; 224 pages

SV MAY QUEEN: A GRAND SURVIVOR
by Rex Kerrison & Richard Johnson
for the May Queen Trust.
Illustrated with maps and plan; xiv, 178 pages





STARTING POINT
The Pagoda Anchorage,
tea district at Foochow.
© National Maritime Museum, London

Background title image
Ariel and Taeping
see p. 18

'FOR ALL THE TEA IN CHINA' might be an irrelevant phrase today when popular black teas (Darjeeling, Assam and Ceylon tea) originate from the Indian sub-continent. But in the middle of the 19th century, those teas had yet to become popular, and instead the Chinese teas (Congou, Keemun and Oolong) were the main British imports.

The Treaty of Nanking (Nanjing), signed in August 1842, opened up four ports in China to foreign trade – Amoy (Xiamen), Foochow (Fuzhou), Ningpo (Ningbo) and Shanghai, as well as Hong Kong, which was then ceded as a crown colony. Chinese teas soon became a very popular and valuable export commodity. Competition to bring back the first pickings of the season grew rapidly, eventually developing into a race.

CLIPPERS

FOOCHOW to LONDON

The Great Tea Race

1866

SHIP	TONNAGE	BUILT	YEAR	LOAD	CAPTAIN	LEFT FOOCHOW
<i>Fiery Cross</i>	689	Liverpool	1861	854,230 lbs	Robinson	May 29
<i>Ariel</i>	853	Greenock	1865	1,230,900 lbs	Keay	May 30
<i>Serica</i>	708	Greenock	1863	954,236 lbs	Innes	May 30
<i>Taeping</i>	767	Greenock	1864	1,108,709 lbs	McKinnon	May 30
<i>Taitsing</i>	815	Glasgow	1864	1,093,130 lbs	Nutsford	May 31

In 1854 the first international race was recorded which involved just two competitors: clipper ships *Chrysolite* and *Celestial*. On 14 July 1854, *Chrysolite* sailed from Foochow and *Celestial* from Whampoa. After 108 days, *Chrysolite* arrived at Deal, one day ahead of *Celestial*. To spice up the competition, an additional payment of 10 shillings per ton was allotted to the owner of the first ship arriving in dock with an additional cash payment going to the captain. This premium was written into the Bill of Lading of each of the competing ships.

By 1866 the competition had grown considerably, and nine of the fastest and newest clipper ships assembled in Foochow to begin loading tea chests for the journey, but the race was between the five ships which left in May: *Fiery Cross*, *Ariel*, *Taeping*, *Serica* and *Taitsing*. Clippers leaving in June were not serious contenders and would not have stood much chance of catching the front runners.

The loading took place at the Pagoda Anchorage, at the heart of the tea district. Every spare inch of space would be used up to carry as much as possible of the precious cargo. *Ariel* carried the heaviest cargo. From the anchorage the ships had to be towed down the River Min and across the tidal bar to the open sea.

The competitors

Fiery Cross built in 1861 was the oldest clipper in the competition, but it had won the race four times, in 1861, 1862, 1863 and 1865. The Master was Richard Robinson, aged 30, from Seaton in Cumberland. An experienced sailor, he first went to sea as an apprentice in 1844 and qualified as Master in 1854. *Fiery Cross* sailed from Foochow with a full

complement of 32 crewmen. A crew of 32 allowed for two watches of 14 sailors with a reserve of four crew who could be used at any time.

Ariel built 1865, was the newest of the five ships. Although it was on its first run, *Ariel* had a very experienced Master. John Keay was born in Anstruther, Fife, in 1828, and first went to sea as an apprentice in 1843. He obtained his Master's certificate in 1853. The clipper left Foochow with a full complement of 32 crew.

Serica built in 1863, had won the competition on its first attempt in 1864. George Innes, the ship's master, was the oldest of the captains, and was born in Aberdeen in 1824. He first went to sea as apprentice in 1839 and was issued with his Master's certificate in 1852. *Serica* sailed from Foochow with a full complement of 32 crew.

Taeping built in 1864. The Master, Donald McKinnon, was born on the island of Tiree, in Argyllshire, in 1828. He first went to sea as an apprentice in 1843, and obtained his Master's certificate in 1851. McKinnon had also qualified as a Lieutenant in the Royal Naval Reserve in 1854, making him the only master of the main competitors who could use the term Commander. *Taeping* had commenced its outward voyage from London with only 26 crewmen. It sailed from Foochow with 27 crew, short of its complement by five crew, but that would not hamper its performance; it merely meant that the remaining seamen had to work harder.

Taitsing, also built 1864, was taking part in its first tea race from Foochow. *Taitsing's* Master, Daniel Nutsford, was born in Whitehaven, Cumberland in

1835, making him the youngest of the Captains in the race. He first went to sea as an apprentice in 1852, and was only issued with a Master's certificate in October 1865, one month before the outward voyage from London. But he still brought with him a lot of experience at sea, and had qualified as 2nd Mate in 1858. He was very well chosen for this particular voyage, as he had made it four times before, twice on *Fiery Cross* and twice on *Serica*.

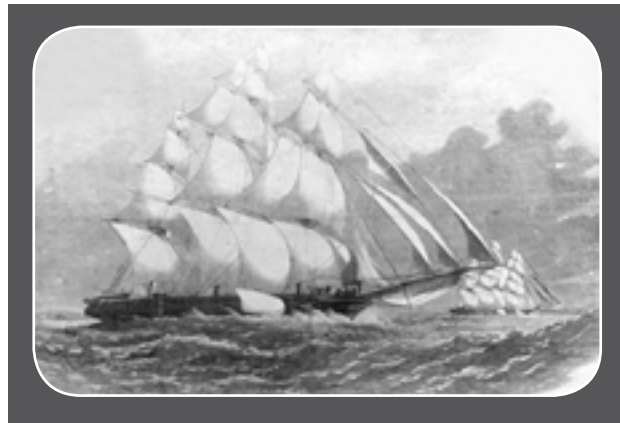
Pick the winner

Based on the information above, summarised in the table on the previous page, which ship do you think won the Great Tea Race of 1866? The first away? The lightest cargo? Most recently built vessel? Most experienced captain?

The race home

Unfortunately, while crew lists and agreements and log books survive for all five main competitors, they tell us very little about the voyage itself, recording instead, as required by law, the full details of the crew, their contracts and rates of pay, and only basic details of the voyage such as departure and arrival. However, there was considerable interest in the race, and details of progress were telegraphed to Lloyd's at various staging points and released to the press. Readers were kept up to date in articles and in the shipping sections of newspapers such as the *Pall Mall Gazette* and the *Times*.

Fiery Cross obtained a start of one day, departing on 29 May. *Serica*, *Ariel* and *Taeping* all crossed the bar of Foochow on 30 May. *Taitsing* started the following day. *Fiery Cross*



far left: *Ariel* and *Taeping* by Jack Spurling (1870–1933). Oil painting, ca 1926

Taeping and *Ariel* off The Lizard (Cornwall) in The Great Tea Race 1866. MMT, O'May Collection P_OM_D_2a In *Illustrated London News*, 22 September 1866 p. 276

followed the prevailing winds to the Paracel islands in the South China Sea, arriving on 3 June. *Serica*, *Ariel* and *Taeping* met with similar weather, but *Fiery Cross* saw nothing of them until 7 June when it passed *Ariel* on the opposite tack. *Fiery Cross* passed the lighthouse at Anjer in the Strait between Java and Sumatra on 18 June, *Ariel* and *Taeping* on 20 June, and *Serica* and *Taitsing* on 22 June. So by this stage *Fiery Cross* had a two-day lead over *Ariel* and *Taeping*. *Taitsing* had caught up with *Serica* and both ships were a further two days behind. *Fiery Cross* passed Mauritius on 30 June and *Ariel* followed suit on 2 July. On 15 July *Fiery Cross* rounded the Cape of Good Hope, still in the lead, with *Ariel* a day behind and *Serica* a week behind.

Taeping caught up with *Fiery Cross* on 9 August, and the two sailed together until 17 August, when *Taeping* took advantage of a westerly breeze to move out of sight of its rival, which was becalmed, barely moving for the next 24 hours. On the morning of 6 September *Fiery Cross* passed the Isle of Wight, unaware of the location of its rivals and its position in the race.

As it turned out the lull had made a considerable difference.

On 5 September *Ariel* and *Taeping* were off the Lizard (a peninsula in Cornwall, England) running neck and neck up the channel, with all their sails set to take full advantage of a strong westerly wind. They raced together the whole day, darting up the channel until they reached Dungeness, when they signalled the pilot station for pilots to board and take them toward the Thames, as required by law.

On the morning of 6 September both ships reached the Downs, where they both found steam tugs at about the same time to tow them up the river. *Taeping*, which had a shallow draft, was able to dock some time before *Ariel*, which had to wait for the tide to rise and allow access. *Serica*, meanwhile, followed in their wake, passing Deal at noon on the 6th, and reaching the Thames on the same tide as the leaders, a little over an hour later. *Taeping* docked at London Dock at 21:45, claiming first place, while *Ariel* docked at East India Dock only half an hour later at 22:15 and *Serica* docked at West India Dock at 23:30, within two hours of the victors.

Fiery Cross reached the Downs on 7 September but was compelled to drop anchor due to heavy winds. The clipper, which had for so long been in the lead, finally managed to get into London Dock by 08:00 on Saturday 8 September, with *Taitsing* arriving a few hours later.

Taeping was declared the winner of the premium, but due to the nature of the victory and the closeness in times, the prize was shared between *Taeping* and *Ariel*. The voyage for the first three ships took only 99 days, a week shorter than the time taken by *Fiery Cross* and *Serica* the previous year.

1866 would be the last year in which a prize was offered for bringing back the first teas of the season. Despite the excitement and the acclaim, the premium proved to be unsustainable. Huge harvests in 1865 and 1866 had caused a glut in the market which meant that the cargoes of the first ships home were met with indifference and low prices from the buyers in London.

The race continued for a few years, up to the 1870s, and even included *Cutty Sark* as a competitor.

Model of the clipper ship *Cutty Sark* MMT Collection Photo: Mark Hosking



By the 1870s the era of the clipper ship was drawing to a close. Steamships were faster and were able to carry more cargo and were not dependent upon the prevailing winds. In 1869 the Suez Canal was opened, providing a shorter route to and from China. This route was virtually impossible for sailing ships, which would have to be towed through the canal, and they gradually became obsolete as trading vessels. □

Extracts from 'The Great Tea Race of 1866' are reprinted here with kind permission of the author of the original article, James Cronan, National Archives, UK.

<https://blog.nationalarchives.gov.uk/the-great-tea-race-of-1866/>

MMT Collection

MODELS AND PAINTINGS of *Cutty Sark* are held at the Maritime Museum of Tasmania (MMT) but the original ship, with its newly replaced and reimagined figurehead of Nannie the witch, can be visited at Royal Museums Greenwich, or viewed online at <https://www.rmg.co.uk/cutty-sark/attractions/cutty-sarks-figurehead-nannie>

MMT has two Chinese paintings of trading ships *Mary Blair* and *Wild Wave*, which sailed between Hobart and China in the 19th century when Australia was becoming a great consumer of tea. These and other clippers sailing between Chinese ports and Australia, often with Tasmanian crew, upheld the racing traditions.

For more details about *Mary Blair* and *Wild Wave* and the paintings, see *Maritime Times of Tasmania* No 59 (June 2017, pp. 6–8) and for MMT's conservation of the paintings and the production of *Wild Wave's* new frame, see MTT 67 (Winter 2019, p. 21). □

Mary Blair entering the Pearl River near Hong Kong (below). The oil on canvas ca 1880, by an unknown Chinese artist is in its original frame after restoration of the split canvas.

Wild Wave (below left). The oil on canvas ca 1885 was under glass and in a wooden frame with a damaged mount when acquired by MMT. A new frame was produced with a 3D printer after scanning the frame of *Mary Blair*. Photos: Barry Champion



Incat

three times winner

of the North Atlantic
Blue Riband Challenge

and the Hales Trophy



IT'S A GREAT ACHIEVEMENT: to challenge a classic event three times, to win each time and to hold the record for over 30 years.

The Blue Riband was awarded to the commercial passenger vessel which crossed the Atlantic Ocean with the fastest average speed. Because ships followed different routes, the average speed was the deciding factor not the number of days for the voyage. Consideration was also given to more difficult westward voyages. The award dates from the 1890s though shipping companies had calculated the rate of knots for the passage of vessels across the Atlantic prior to that.

The Hales Trophy (left) was produced in 1935 by a Sheffield, UK, goldsmith for Harold Hales, MP and owner of a shipping company, to be presented to the fastest ship. It stands four feet high on an onyx base and combines solid silver, gilt and enamel with symbolic figures, including Neptune.

It was first awarded to the Italian liner *Rex*, which had recorded 28.92 knots in 1933, then to the French (CGT) *Normandie* in 1935 and 1937. In 1952 *SS United States* was presented with the trophy after recording 34.51 knots and held it until Incat made its first challenge in 1990.

Bob Clifford and his team had operated ferries on the River Derwent and the development of the wave-piercing design for passenger and cargo catamaran ferries by his company, Incat, led to several international contracts and to the North Atlantic Blue Riband Challenge.

1990—*Hoverspeed Great Britain*, Incat's 74m wave-piercing catamaran, designed to carry passengers and vehicles, broke the 38-year-old record for a transatlantic crossing held by *SS United States*. Its passage—from the (now dismantled) Ambrose Light, New York, to Bishop Rock, Isles of Scilly, off the coast of Cornwall, UK—was 3 days, 7 hours and 52 minutes, averaging 36.97 knots. While it was argued that the catamaran was not a regular passenger liner, Incat was awarded the trophy which had included in its aims the encouragement of continued development of technology and design in passenger shipping.

1998—*Catalonia*, a 78m catamaran also built by Incat took a longer route from New York to Tarifa, Spain, but raised the average speed to 38.85 knots over a time of 3 days 9 hours and 40 minutes. It also became the first commercial vessel to cover over 1000 nautical miles in 24 hours.

1998—*Cat-Link V*, a 91m vessel capable of carrying 900 passengers and 240 vehicles, recorded an average of 41.28 knots, travelling from New York to Bishop Rock in 2 days 20 hours and 9 minutes. It established a new record, achieved one month after *Catalonia's* win.

Another first was celebrated: the three vessels had all been built by Incat and it was the first time that three ships to win the Hales Trophy in succession had been built by the same shipyard. No award has been made since *Cat-Link V's* win.

The original Hales Trophy was on loan to the Maritime Museum for a temporary Incat exhibition in 2000. Weighing 100lbs/ 45.34kg it was delivered to the Museum and, for security, a condition of the loan required a member of the Museum staff or a volunteer to be standing by the Trophy at all times while it was on display.

It travelled on an Incat ship for the Tasmanian leg of the 2000 Olympic Torch Relay then went on the ship to Sydney for display during the Games. It is now in Denmark and Incat have a museum-quality replica in their Fast Ferries Museum in Hobart. □

<https://incat.com.au/>

Bob Clifford and detail of the Hales Trophy. All images kindly supplied by Incat



Hoverspeed's Great Britain 1990



Catalonia 1998



CatLink V 1998

Herzogin Cecilie vs Beatrice



TWO SHIPS, BOTH BOUND FOR FALMOUTH, were loaded with grain at Port Lincoln, South Australia. The two masters had met in Melbourne and decided to leave on the same day and race to England.

A YOUNG JOURNALIST with the Hobart *Mercury* and a former seafarer, Alan Villiers was keen to sail again and to write about the race experience. He negotiated a deal to work his passage while writing a series of articles for the *Mercury*.

The two ships

Herzogin Cecilie was built in 1902 in Bremerhaven, Germany and named after a young Duchess (Herzogin) Cecilie Auguste Marie of Mecklenburg-Schwerin (1886–1954). The four-masted steel barque (3242 grt/LPP 95.7m)¹ was given to France as reparation after World War I, then sold to Finnish shipowner Gustav Erikson with a new homeport: Mariehamn on the Åland Islands in the Baltic Sea. Erikson used the ship as a trading vessel, taking Baltic timber to Australia and returning with wheat.

Beatrice, a four-masted iron barque (2097 grt/LPP 88.1m), was built in Greenock, Scotland, for the Burn Line in 1881 and originally named *Routenburn*. In 1905 it was sold to Swedish owners, renamed *Svithiod* and used as a training vessel. In 1922, with new Swedish owners it was renamed *Beatrice* and became a grain trade clipper ship.

Start of the race – 18 January 1928

'I joined *Herzogin Cecilie* as able seaman at Port Lincoln, and that same day both vessels completed the loading of their wheat cargoes, and moved out to anchorage. Next day they both went to sea, standing out against a head wind in commencement of their long voyage around Cape Horn to Falmouth for orders. *Beatrice* got away at 9 o'clock in the

morning; *Herzogin Cecilie* did not weigh her anchor until 2 o'clock that afternoon — five hours later ...

'Captain Bruce [*Beatrice*] was handicapped a little by the fact that it was his first visit to those rather difficult waters; Captain de Cloux [*Herzogin Cecilie*] had been there many times, and his close knowledge of the channels there allowed us to steal a march on the older ship ...'

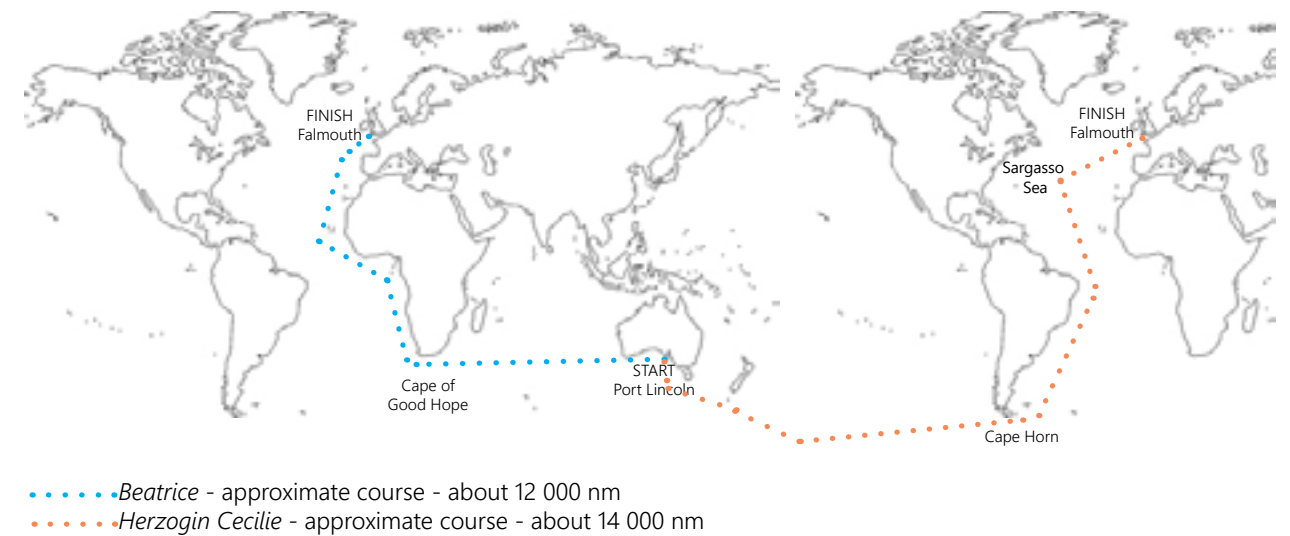
While Captain Bruce decided to set *Beatrice's* course toward the Cape of Good Hope, Captain de Cloux set a course toward Cape Horn. *Herzogin Cecilie*, wrote Villiers, 'was a big, lofty, powerful, four-masted barque, built to fly before the strong westerly winds that blow to Cape Horn.' But they found only light winds and sixteen days out, before reaching the longitude of New Zealand, the crew were becoming despondent, imagining their welcome into Falmouth by the jubilant crew of *Beatrice*.

A stowaway discovered

'There's a stowaway on board and it's a woman!' Though disguised as a boy, the stowaway's voice betrayed her. The men were worried; it was bad luck to have a woman on board. She would have been the reason they had not found favourable winds. Captain de Cloux, father of a young daughter, was worried for her virtue but gave her the job of cabin boy. Villiers wrote disparagingly of her but Jeanne Day, a 23-year-old music teacher from Adelaide, enjoyed the voyage and the consequent publicity on arrival, diverting attention a little from Villiers and his report.

On to Cape Horn

When the winds came, the ship headed south and at 57° S, the captain set the course for Cape Horn. The gales roared; it was cold; the men's hands were frostbitten; they had little sleep and rough meals



as the ship 'rolled, and staggered, and lurched, and pitched, and wallowed, and shipped hundreds of tons of water.' The wind roared deafeningly through the rigging, and blew out nine sails. The crew lay aloft and set them again. 'Killing work, that. With the sting of hail in your face, your oilskins long since useless, the sea-filled decks far, far beneath you ... We peered day and night into the murk ahead on the look-out for ice, and hoped that if any came we would see it in time ... In 17 days she stormed from the longitude of New Zealand to Cape Horn, 5000 miles in 17 days. That was sailing!'

Then 30 days out, came the storm 'black and sullen and the air full of shrieking wind ... "Aloft and furl it," said the mate, and led the way himself. We followed, and it was morning before we came down again.' Villiers gave a graphic account of the storm but three days later they were around Cape Horn.

Falmouth bound

They met with the Swedish ship *C.B. Pedersen*, also laden with grain, but from Sydney, and bound for Falmouth. 'Have you seen *Beatrice*?' No. Curiosity about the stowaway on *Herzogin Cecilie* ('Was it a boy dressed as a girl for a joke?') prompted visits to each ship and Jeanne accompanied them in the dinghy braving the Atlantic waves.

Herzogin Cecilie passed the Equator on 27 March but without the traditional line-crossing ceremony. It languished in the doldrums there and, after experiencing variable winds, was becalmed again in the Sargasso Sea. In the Bay of Biscay they battled on while a hurricane damaged the sails.

For three months they had been at sea, only briefly sighting land and only seeing one other ship. As they approached England, they were met by a gale in Falmouth Bay, but they were in high spirits as the

pilot came aboard. 'Has the *Beatrice* arrived?' No. Their long voyage of 96 days with its dangers was over. 'We were in England, and we had won!'

Beatrice, battered by bad weather in both the South and North Atlantic Oceans, arrived at Falmouth after its 114-day voyage—18 days later. Captain Bruce maintained that *Beatrice* was potentially a faster ship and was keen to race again (*Somerset County Gazette*).

Alan Villiers (1903–1982) described his experiences on *Herzogin Cecilie* in *Falmouth for Orders*, but a few of his statements are questioned in a biography *Alan Villiers: Voyager of the Winds* (Lance, 2009).

Photographs of *Herzogin Cecilie*, a model of the ship, a painting and a journal written by Daphne Villiers who accompanied Alan on *Parma* in 1932, are in the MMT Collection. □

References and further reading

¹ Lloyd's Register: grt = gross registered tonnage/total internal volume; LPP = length between perpendiculars

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 Article I 12 June 1928 p. 5 (A Stirring Contest - the start)
 Article II 13 June 1928 p. 3 (A Stowaway)
 Article III 14 June 1928 p. 6 (Through the South Atlantic)
 Article IV 15 June 1928 p. 3 (We meet the *C.B. Pedersen*)
 Article V 18 June 1928 p. 5 (A Trade Wind Day/Finnish Ship)
 Article VI 25 June 1928 p. 5 (Falmouth at Last)

IT WAS LATE AT NIGHT when the captain gave his instructions to Chief Officer Frederick Marshall before going below and leaving him in charge of the ship. *SS Tasman*, built in Glasgow (721grt/1873) for the passenger cargo service between Sydney and Hobart, was one of the Tasmanian Steam Navigation Company's (TSN Co) vessels. Marshall, who held a master's certificate, is often cited as the officer who, by disobeying his captain and making a decision to change course to race *SS Corinna* into Hobart, caused the wreck of *SS Tasman* in 1883 — but was there more to the story?

Captain (later Sir John) Evans (1855–1943) was a 28-year-old when in command of *SS Tasman*. In 1891 he was elected to the Marine Board of Hobart and was later master warden. He was Premier of Tasmania 1904–1909. Image: from glass lantern slide. MMT Collection P_GSL129



His recollections are in his booklet: *The life story of Sir John Evans, K.B., C.M.G.* (1934) MMT Collection D_2002-024

SS Tasman and a race

Captain Evans later recalled the events of that night 29–30 November 1883 at the Hippolytes, 65-metre tall granite rocks to the east of Fortescue Bay in south-east Tasmania.

SS Tasman 'cleared Sydney Heads on the 27 November and berthed at Twofold Bay on the following day taking on board 35 cattle, leaving again on the 29th for Hobart. We had a good run down the Coast passing Schouten Island shortly after midnight. It was daylight at 3.30am, and between 5 and 6 o'clock I rang the bell for my morning tea ... the men outside who were washing the decks told me that the main Hippolyte rock was well clear on our starboard bow. As I had only left the bridge shortly after one o'clock that morning I did not think there was any need for me to be on deck. About half an hour later I felt a slight impact and heard what appeared to be a rush of steam. I immediately jumped out on to the deck, and after seeing what the position was I ordered the men to lower away the quarter boats. I rushed down the saloon, and instructed the stewardess to get the women and children on deck at once. I met the chief engineer, who informed me the water was up to the waists of the firemen. I got an axe and cut away the amidship boats, and had them placed in the water in readiness. There was need for hurry, seeing that there were 70 lives to save. We got all on board the boats and within 20 minutes the good old ship *Tasman* had disappeared. The passengers and crew were all landed at Fortescue Bay, and they had to stay there until the news of the disaster reached Hobart. *SS Corinna* was despatched to convey us to Hobart and in due course, we reached the City safely.'¹

Those aboard had no time to dress or to collect belongings before they scrambled into the lifeboats. They were fortunate that a couple living at Fortescue Bay, Mr and Mrs Hornsby, was able to offer them food and accommodation. The fishing boat *Foam* took their message of distress to Hobart. *Corinna* was despatched immediately, arrived at Fortescue Bay at 4am, 1 December, and was back in Hobart with the survivors at 10.20am. No human lives were lost.

Corinna had departed Melbourne on 28 November and, though in sight of *SS Tasman* at the Hippolytes, the crew was apparently unaware of any challenge as it headed into Hobart. Had *Tasman* not foundered, would the ships have engaged in a race into port?

A Marine Court of Inquiry was held on 5 December 1883 before the Police Magistrate, Mr Tarleton, who was assisted by experienced mariners.

Boat Plaque from the lifeboat of *SS Tasman*. Oil paint on brass, Tasmanian Steam Navigation Company (TSN Co) flag in centre. MMT Collection: A_1984-028



that might have been

Captain Evans first gave his account. His recollections (written in 1934) vary in minor details from his statement to the court. Chief Officer Marshall's watch ended at midnight. Second Mate John Mason's watch ended at 4am when the Chief Officer returned. Captain Evans added:

'After I went on shore I took Mr Marshall on one side, and asked him what on earth caused him to take the vessel in between the two Hippolytes. He said, "I thought we could save a little distance. Seeing *Corinna* ahead, I thought we could overhaul her." The cause of the loss of the ship was going in between the two Hippolytes. If the mate had steered the course I gave him — South / 4 deg. East — the ship could not have been brought where she was. It might have taken her about a mile and a-half outside ...'

right: Approaching the Hippolyte rocks (vessel on the far left gives indication of height); between them lies Needle Rock the submerged rock that *SS Tasman* (1883) and *SS Nord* (1915) [see *Maritime Times* No 63, Winter 2018, p. 14] struck before they foundered. Photos: James Parkinson 2022 *SS Tasman* — Watercolour by W Forster (1885). Donated by the family of Captain Henry Bennison who had once served on *SS Tasman* as First Mate [see *Maritime Times* No 63, Winter 2018, p. 22]. MMT Collection P_2018-0014



The Maritime Museum has several items relating to *SS Tasman* including:

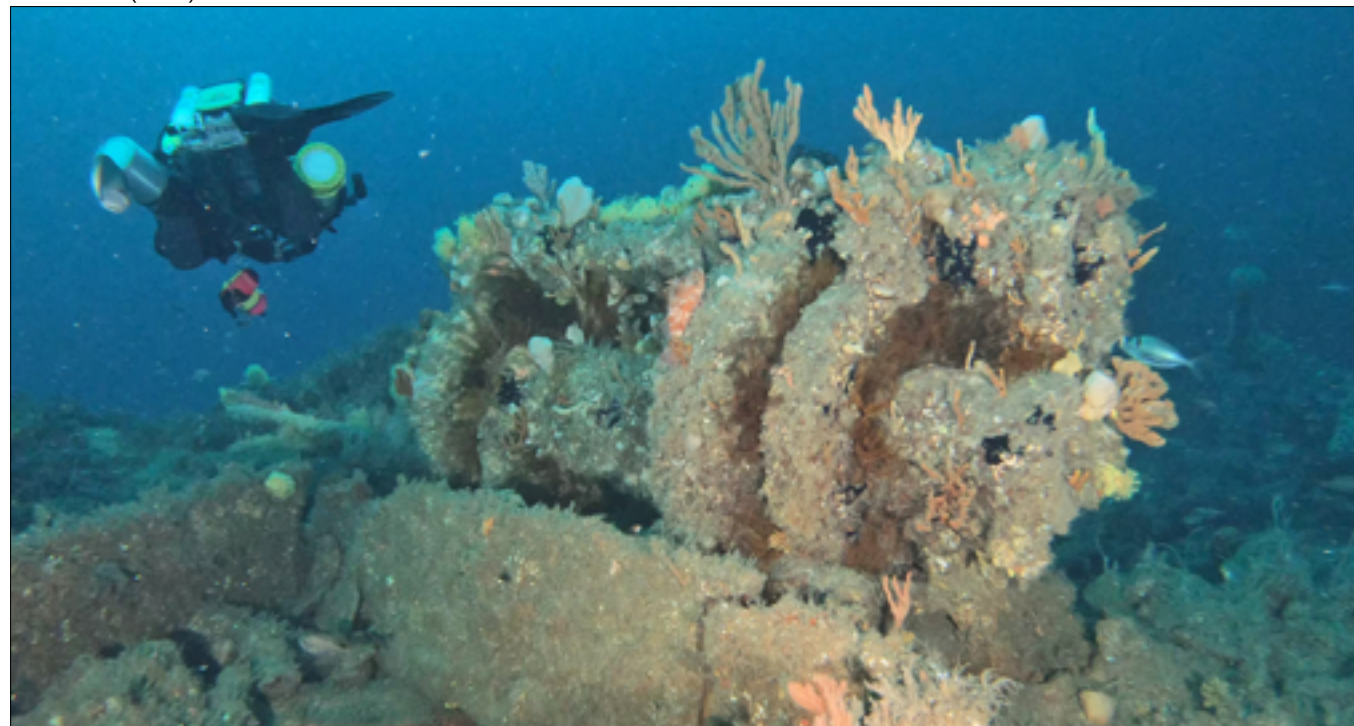
- a survey report (1873) by Mr J Clark engineer, Hobart Town
- boiler specifications (1881)
- a list of dining and bedding requirements
- a boat plaque from a lifeboat (below)
- a painting (below), and photographs
- a porthole, (p. 27) conserved but fragile

—and a half-model of *SS Corinna*. MMT Collection A_1984-168

John Mason stated that he took over from Chief Officer Marshall when the ship was near Wineglass Bay. He steered a course South / 3 deg. East, the course the Chief Officer had given him, a slight variation from the captain's course. At 4am, when the Hippolytes were in sight, he noted that they were slightly on the port bow and that course would take the ship between them. As Mason left the bridge, the Chief Officer told him they were to go outside the rocks and took charge of the ship.

Chief Officer Marshall told the court he held a master's certificate and that he felt every confidence in going through the Hippolytes, as he had gone through them before. He acknowledged that





A diver approaches the steam winch on the wreck of *SS Tasman*

Photo: James Parkinson 2022

Captain Evans had instructed him to take the ship to the seaward side of the Hippolytes but he wanted to save time. At about five minutes to six, the ship struck, very lightly, on the starboard bilge.

Chief Engineer Thomas Williams told the court of conditions below deck after the ship struck the rock.²

But additional information gives a twist to this tale. In his recollections, Captain Evans wrote:

I however, ascertained later that the Chief Engineer (Mr Williams) had seen *SS Corinna* passing round Tasman Island, and he went on to the bridge and asked Mr Marshall to cut off all corners, so that he might overhaul the boat ahead. Without giving the request due thought, Mr Marshall tried to put her through, with the result above narrated.¹

None of that was stated in court. Questions arise.
 —What authority did Chief Engineer Williams have to instruct the Chief Officer to change course?
 —Was the Chief Officer then covering for Williams?
 —Did Evans not know until long after the Inquiry?
 —Was Evans attempting to clear Marshall's name?

Chief Officer Marshall's certificate was suspended for 12 months for disobeying orders and, at a meeting of TSN Co's directors, he was dismissed from the company's service and Captain Evans was demoted to Chief Officer, but later reinstated.³

The wreck of *SS Tasman* was located in 1998. Covered in marine growth, it lies at 70m and is a Technical Dive Site for experienced divers.

The region is now the Hippolyte Rocks Marine Conservation Area. There is a seal colony, which attracts the great white shark. Breeding populations of short-tailed shearwaters, fairy prions, common diving-petrels and black-faced cormorants as well as migratory birds and seabirds including albatrosses and petrels can be seen. Australasian gannets, white-bellied sea eagles, and little penguins also visit.⁴

The appeal of diving the wreck of *SS Tasman* is seeing the numerous artefacts, protected by historic shipwreck legislation, which lie across the wreck undisturbed. There is also diverse and abundant fish life attracted to the wreck's complex structure.

SS Tasman is considered a technical dive because of the specialised gear and training required to safely dive the wreck and is beyond the limits of recreational diving. A technical dive is a planned dive with specialist equipment where the diver generally can't ascend directly to the surface due to an overhead environment or a decompression ceiling, as is the case when diving the *Tasman* wreck. The equipment typically used to dive here consists of a closed circuit rebreather unit, where the diver's exhaled breath is recycled in a closed



SS Tasman porthole on the wreck. A rope through the frame possibly indicates a salvage attempt, maybe when first discovered.

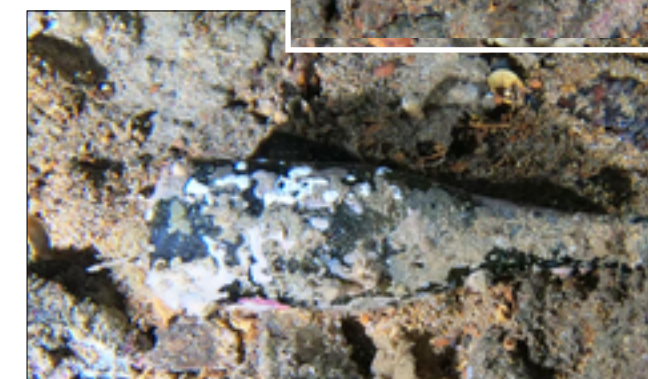


right: another *SS Tasman* porthole, conserved but fragile. MMT Collection



A bowl (right) and a bottle (below) *in situ* on the wreck of *SS Tasman*

Photos: James Parkinson February 2022



loop vs being released into the water as happens with standard scuba gear. This dive requires a specialised gas mix called trimix which contains helium to offset the effects of nitrogen narcosis, also known as rapture of the deep, which would be debilitating to the diver if breathing normal air at this depth.⁵ □

References

- ¹ Evans, J (1934). *The life story of Sir John Evans*. Booklet in MMT Collection D_2002-024
- ² *Mercury* 'The Wreck of the Tasman.' 6 December 1883, p.3
- ³ *Launceston Examiner* 'The directors of the TSN Company ...' 10 December 1883, p.2
- ⁴ Tasmania Parks and Wildlife Service <https://parks.tas.gov.au/explore-our-parks/marine-reserves/marine-conservation-areas> (accessed 9 February 2022)
- ⁵ *pers comm*. James Parkinson email 9 February 2022

Maritime Times of Tasmania thanks James Parkinson for the diving information and for permission to publish his recent photographs of the wreck of *SS Tasman* and its surrounds.



SS Tasman's anchor. The large striped trumpeter is often seen when diving the wreck.

A group of boarfish have made their home on the wreck of *SS Tasman*. This group is often seen on this part of the wreck. Photos: James Parkinson February 2022



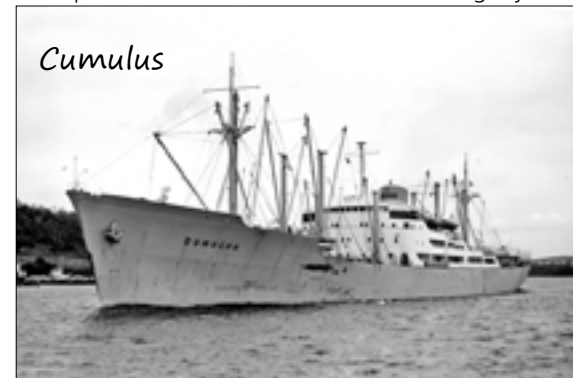


Cirrus (top) arr. Hobart, 8 Nov. 1961. Photo: Noel Brown

Nimbus at Burnie, early 1960s. Photo: George Allan

Stratus arr. at Hobart, on a blustery 16 February 1970, assisted by the tug *Maydena*. Note lines boat, lower left. Photo: Kingsley Barr

Cumulus, well laden but in need of a touch of paint, approaching Hobart's floating bridge, 28 September 1962. Photo: Kingsley Barr



THE TRANSATLANTIC LINE (Rederi A/B Transatlantic) of Gothenburg, Sweden, operated a cargo liner service to Australia from 1907 under the title of the Swedish Australia Line. Smartly presented, and with comfortable cabins for a small number of passengers, the ships became well known in Tasmanian ports from the 1920s. Most had Aboriginal names, such as *Mirrabooka* and *Parrakoola*, but after World War 2 the 'Cloud' quartet was built by Götaverken, Gothenburg, especially for the Australian wool trade.

Nimbus (6749/1947) and *Stratus* (6749/1948), together with the larger *Cirrus* (7877/1950) and *Cumulus* (7889/1950), were among the fastest cargo ships of their type at that time, boasting a service speed of 19.5 knots in loaded condition. There was still an unofficial annual race from Australia to Europe in the 1950s, dating back to the 19th-century clipper ships and aimed at getting the new season's wool to European markets as early as possible.

Cirrus made a particular name for itself by winning the 'race' from Sydney to Le Havre in 1953 (27 days) and to Dunkirk in 1955 and 1956 (26 days). It was again first home in 1958.

All of the class visited Burnie on a regular basis, bringing wood pulp from Scandinavia for the paper mill, and loading primary produce for return. They occasionally turned up in Hobart to load zinc, wool and general cargo. Transatlantic sold the first pair in 1971–72 and the others in 1976. *Nimbus* was the first of the class to be broken up (as *Panaf Star* in 1973) and *Cirrus* (as *Kastor*) was the last, nine years later at the creditable age of 32. □

Taking it slow

Life doesn't have to be always about speed! So, I thought I'd take a different tack to this issue's theme and look at slow boats and even slower journeys.

We are now used to goods and services being delivered in fairly quick time, especially with air travel. But when sea transport was the only choice, people still expected a good turnaround. Bringing the mail from the mainland often elicited complaints in the local papers particularly if the ship was slow. But when you look at the complaints much of the mail arrived faster than it does today!

The Tasmanian apple industry in the first half of the 20th century was always concerned about the time taken for voyages, especially to the United Kingdom. There were many complaints, investigations into shipping companies; waterside workers blamed for leaving fruit on the docks; scientists sought improved methods to ensure fruit arrived at market in good condition. Letters to the editors were myriad. Ultimately the solution came down to improved refrigeration and storage.

The Examiner newspaper reported in August 1928 on the South Australian Governor's comments on his voyage from England to Australia.

I left England on April 5 in one of the finest ships in the Australian service [it was RMS *Narkunda*, a well-known visitor to Hobart], but in spite of its comfort it seemed a very long voyage and that Australia was still a very long voyage from England. I find that it took exactly the same number of days to reach Australia from Tilbury in 1928 as it did in 1908. These are the times when we go rather fast. This is the speed age. Everything goes fast - aeroplanes, motor cars, ... and those who go slow are apt to be left behind.

Shock, horror! That journey took 37 days to Port Adelaide. But I'm sure the Governor had a pleasant trip nonetheless enjoying first class service.

Thank goodness he wasn't on *Lady East* which took 156 days transporting 208 male convicts to Van Diemen's Land. (We have that wonderful painting of *Lady East* on show in the Carnegie Gallery). Talking of slow journeys, another convict transport, *Lady Juliana*, spent 309 days (nearly a whole year!) bringing 226 female convicts to Sydney. But they did call in at Tenerife and St Jago as well as spending 45 days in Rio. Surprisingly, only five convicts died during the voyage.

And it never ceases to amaze what some people will do in search of a slow journey. I found an intriguing story about a man who, in August 1933, set out in a canoe (!) to paddle from England to Australia. He



estimated the journey would take two and a half years in his 'unsinkable canoe'—talk about mad dogs and Englishmen! It appears that Colin Sullivan was something of a canoe champion, having made dozens of long canoe journeys, including a voyage to Africa from England. His 1933 adventure was cut short (for reasons unknown). But then in 1934, he was making more plans. He intended to paddle (with the aid of a small sail) along the Rhine and Danube Rivers to the Black Sea, then through the Mediterranean, overland to Baghdad (is that allowed?) and from there down the Tigris and Persian Gulf to the Indian Ocean. And then following the coast and island-hopping to Australia.

In June 1935 it was reported he had been saved in the English Channel as his engine was giving trouble. An engine? What happened to paddling? But he set out again. In October most of his gear was stolen in Frankfurt. He seems to have finally set off in May 1936. By September 1936, he was reported to have reached Monte Carlo. I'm not sure how he got to Monte Carlo if he was paddling the major rivers across Europe. Then nothing ... I could find no further reports on whether this intrepid idiot actually made it to Australia. But probably not. I don't even know if he made it across the Mediterranean. Can anyone help here?

Then in July 1939, another madman, Mr JR White, announced he was planning a canoe voyage from England. He was heading to Australia to marry a young lady from Adelaide. But he did not expect to arrive there until sometime in 1941. I'm not sure what happened. Maybe the impending war with Germany put him off such a foolhardy journey. Or perhaps his fiancée told him she wouldn't wait that long!

And in 2022, a well-prepared Tom Robinson plans to be the youngest person to row solo across the Pacific Ocean from Peru to his hometown of Brisbane in *Maiwar*, a wooden boat he built himself. □

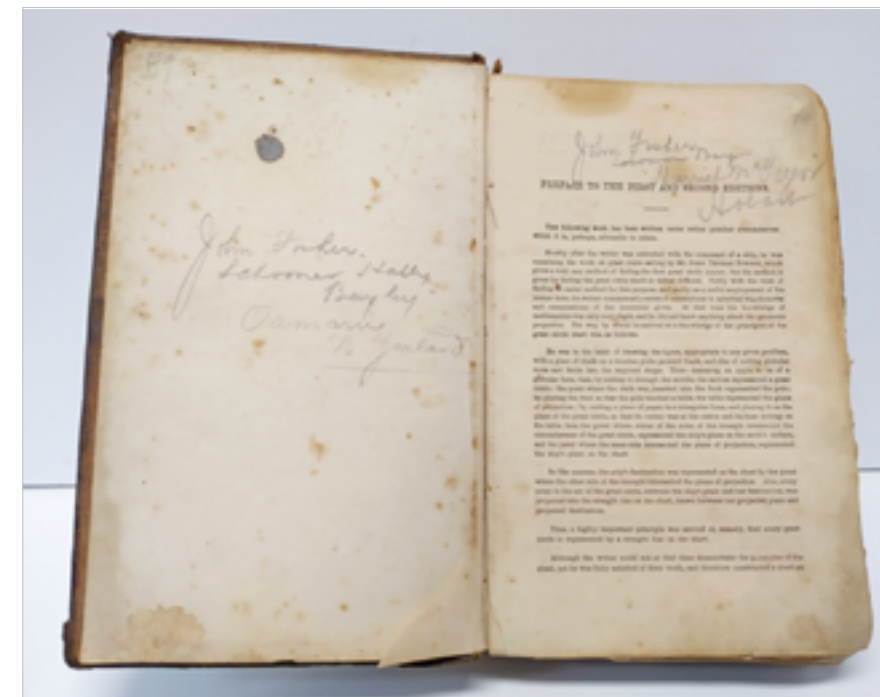
new acquisitions



WINNER'S PURSE

Photo: MMT Collection

This was awarded to winners of trading ketch races (p. 12). In January 2022, the May Queen Trust formally donated several items that had been on loan to the Maritime Museum. These included the winner's purse (above), a framed May Queen tapestry, World Ship Trust Certificate, and a framed document transferring ownership of the ketch from the Marine Board of Hobart to the May Queen Trust.



BERGEN'S NAVIGATION

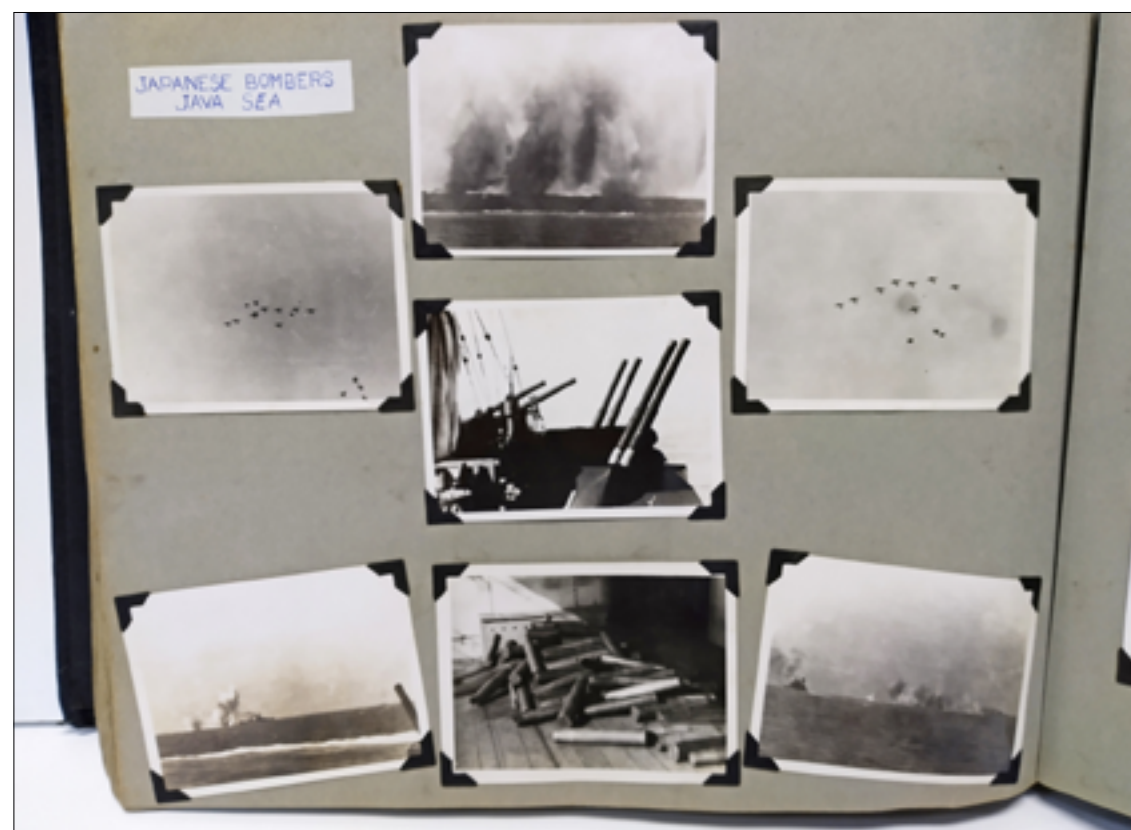
This donated copy was evidently well used. It's the Fourth Edition (1876), and contains 'all the TABLES and QUESTIONS required for either ordinary or Extra Examination, and in addition much useful information on Ocean Routes, Great Circle Sailing and Deviation of the Compass'.

There's a strong Hobart connection to this copy, It bears the name 'John Fisher' and lists the names of vessels *Hally Bayley*, *Harriet McGregor* and *Loongana*. Also in 1876, Captain John Fisher brought the replacement *Wild Wave* to Hobart from Liverpool, England. He worked in New Zealand from about 1884.

The original owner of the book, John Fisher, might be the bearded figure, seated front left, in the photograph below. Captain John Fisher was associated with Facy & Fisher, shipping agents in Tasmania. This photograph (ca 1880) is not dated and the vessel on which it was taken has not yet been identified. Peter Facy was Secretary of the Tasmanian Steamship Navigation Company and the vessel might be one of their steamers. Charles Pearce, possibly the man named here as Chs Pearce, was awarded his master mariner's certificate in 1880.



J Fisher, P Facy, Chs Pearce and crew.
MMT Collection P_2007-065



LEITCH COLLECTION

John William Leitch served in the RAN for 33 years from 1934 to 1967. His son, Alan, a volunteer at the Maritime Museum, has donated his father's considerable collection of memorabilia from his service, including his uniform, service certificate and full records of his postings, examinations and awards. Also included in the collection are items detailing post-service reunions and John's life-long interest in the RAN. As well as many loose photographs there are three albums of mounted photographs tracing John's naval career including a remarkable sequence taken aboard HMAS *Hobart* during an action in the Java Sea in 1942 (images above).



*Pilot Cottages
& Maritime Museum*

postcard from Port Macquarie

Mid North Coast Maritime Museum
Port Macquarie Photo: M. Doyle

— POST CARD —

The Mid North Coast Maritime Museum is located in the picturesque town of Port Macquarie at the mouth of Hastings River in NSW. The Museum is a collection of three sites; the main museum is located in two former Pilot Cottages (built 1890s) overlooking the mouth of the Hastings River, site of a number of shipwrecks, and Flagstaff Point the old signal station. The Pilot Boat Shed is situated near the centre of the town but was unfortunately closed on my visit due to recent flood damage and the third part is the Hibbard Boat Yard and Slipway. The main cottages have a number of displays in the various rooms with dedicated themes including The Wreck Room, Early Settlement Room, Pilot's Room and North Coast Shipping, etc. One Room is dedicated to SS Wollongbar, which was sunk off Port Macquarie with the loss of 32 of 37 crew, the five survivors were rescued by a Port Macquarie fishing boat.

Cheers, Murray



TO: *The Editor*
'MARITIME TIMES of TASMANIA'
Maritime Museum
GPO Box 1118, Hobart
TASMANIA 7001



Section of the display at the Mid North Coast Maritime Museum, Port Macquarie, NSW, dedicated to SS *Wollongbar*, which was sunk off Port Macquarie by Japanese submarine I-180 in 1943, with the loss of 32 of the 37 crew. The five survivors were rescued by a Port Macquarie fishing boat. Photo: Murray Doyle



Photo Commons

Tacking Point Lighthouse, built in 1879 by architect James Barnet, is a few kilometres south of Port Macquarie. Because it's on an elevated rocky headland, it's only eight metres high.

The rocky mouth of the Hastings River at Port Macquarie is the site of many groundings and shipwrecks. Photo: Murray Doyle



2022 Maritime Trail

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YOU ARE INVITED TO TOUR THE spectacular and mysterious boatyards of southern Tasmania as we did in 2021. There will also be a new program of small workshops and courses to be held throughout the weekend. These short workshops will lead into a new program named Noisy Boatyard at the 2023 Australian Wooden Boat Festival, so be sure to get down to one of our many boatyards during the Maritime Trail 2022 for an exclusive tour or book yourself in to create a beautiful wooden toolbox or wooden mallet and spend the day with one of these elusive highly skilled craftspeople.

Maritime Trail 2022 will focus on connecting our community again and promoting our producers and craftspeople. Activate the mind, share stories with other like-minded people and come out with a special handmade product at the end of the day.

The Maritime Trail will also host a family day at Living Boat Trust and a few more big-ticket items, to be announced soon. A big weekend if you're up for a trip to the beautiful Huon Valley and down the D'Entrecasteaux Channel. Let's get out and support these producers and craftspeople, celebrate maritime culture and preserve our valued history.



Pilot Boat Shed
Mid North Coast Maritime Museum

Pilot Cottages open 7 days 10am – 4pm
Pilot Boat Shed open 7 days 10am – 2pm

Hibbard boat Yard & Slipway
Wednesday & Saturday only 9am - 2pm





Photo: Colin Denny

Horse Racing at Sea

'The race is on and there's a silver cup for the winner.'

HORSES RACE ONBOARD ON A MARKED COURSE. Spectators cheer, bet, win or lose, while ship's officers ensure the rules are observed.

They are small wooden or metal horses, numbered and often colourfully painted and their progress is determined by the fall of dice or by the winding of a line to which they are attached. This popular deck game, sometimes moved to a lounge area, has been enjoyed for decades by passengers on cruise ships. They can 'buy' a horse at auction and/or place bets on the outcome. There are variations of this game which has continued to entertain.

SS *Zealandia* (6660 grt / launched 1910) made several coastal voyages in Tasmania to Port Davey and Coles Bay as well as trips to New Zealand and Sydney. A passenger on the 1933 cruise to Port Davey noted that onboard games were a feature with 'one of the most popular being horse racing, conducted under ship's rules' (*Huon Times* 23 November 1933, p. 5).

The Orient Line cruise ship RMS *Oronsay* (27 632/1951) offered this entertainment to passengers when a young man was travelling with his parents in the 1960s. 'The race is on,' he wrote, 'and there's a silver cup for the winner.' He described how 'the wooden thoroughbreds are pulled the length of the Arena by way of a large fishing reel held by the jockey, hence the name "Winding Race Meeting".' His illustrated account 'Horse races at sea aboard the RMS *Oronsay*' can be accessed at <https://www.cruiselinehistory.com/horseracing-rms-oronsay/>

In the Maritime Museum Collection is one of RMS *Oronsay's* trophies (above) displaying the Orient Line's House Flag and inscribed: *Winner Cruise Race Meeting January 1953.*

The horse-racing games on cruise ships continue in the 21st Century and a video on YouTube at <https://www.youtube.com/watch?v=hc4o9ZZvSlk> shows an enthusiastic caller and crowd on *Ruby Princess* (113 561/2008) participating in the game.

knot so hard

a series by Frank Charles Brown

No 61 The Prusik Knot

The Prusik Knot was developed by an Austrian climber of that name. It is extremely easy to tie and is used for ascending a rope. Since its invention a number of knots with different names have been developed for the same purpose but the technique is known generally as Prusiking. The loops when attached to the rope can be moved while unloaded but will firmly grip when loaded.

The technique requires the use of two or three loops which are attached to the rope. The climber has one loop around the upper body and the other(s) attached to the feet. The upper knot is slid up the rope while the weight is taken on the other loops. Then the weight is transferred to the upper loop and the lower slid up. Simple, but requires practice.



KNOT 1: The loop is passed around the rope and through the bight two or three times as in Fig 1 and Fig 2

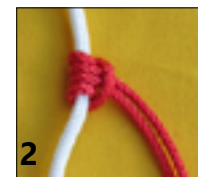


Fig 3 shows the loop tied and in position

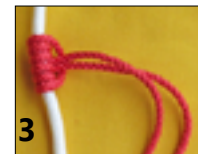
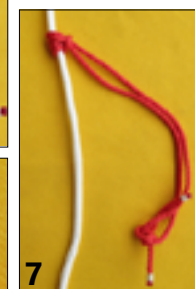
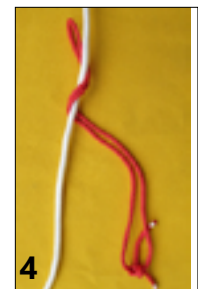


Fig 6 shows the close up of the knot

Fig 7 shows the loop tied and in position



Another knot used for the same purpose is the Kreuzklem Knot, a remarkably simple knot that I have never actually used, but is reported to be quite effective. Other knots used for rope ascents include the Pembarthy, Bachman, Klemheist and French Prusik. □

Foreword by ROBERT CLIFFORD

The Muir maritime legacy

'Blood, Sweat and the Sea' is a locally produced book about Tasmanian engineer John Muir, who founded the enormously successful Muir winches company 50 years ago. He transformed it from a small business in his father Jock Muir's Battery Point boat shed to one of the world's leading marine brands, its products featured on some of the world's largest and most spectacular motor and sail yachts.

A great read for anyone interested in family business, local history, exporting, Sydney-Hobart yacht races and Battery Point boat building, and an excellent reference manual for anyone in business or interested in starting one.

IMAGE: Yacht Designer Jack Muir, with son John Muir, aboard *Lady Nelson*, 1967, which was designed and built for an American buyer.

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ship spotter

by Rex Cox

THE TWO CORALS

Visits to Hobart and Bell Bay by French cruise ship *Le LaPerouse* (mentioned in the previous issue of *Maritime Times*, MTT 77) were cancelled when the Federal Government extended its ban on overseas vessels to February 2022. However, the Australian-owned *Coral Discoverer* (1779/2005) has again been busy in Tasmanian waters this summer, despite several COVID-related incidents disrupting the schedule and forcing it to quarantine in Ralphs Bay. The pattern has otherwise been similar to previous years, cruising from Hobart to Port Davey and the East Coast of Tasmania, as well as a circumnavigation of Tasmania. Coral Expeditions have also introduced a new and larger ship, *Coral Adventurer* (5516/2019), to the local cruise scene and the two were together at Hobart's Macquarie Wharf Nos 2 and 3 on 15–16 February. Having come from Melbourne, *Coral Adventurer* returned there via Maria Island, Flinders Island, the Kent Group and King Island. □

Coral Adventurer at its berth and *Coral Discoverer* berthing at Macquarie Wharf, 15 February 2022. Photos: Rex Cox



Coral Discoverer on its way to Ralphs Bay, 7 February 2022



Coral Adventurer departing Hobart, 16 February 2022



Seagulls and cormorants watch the berthing operations

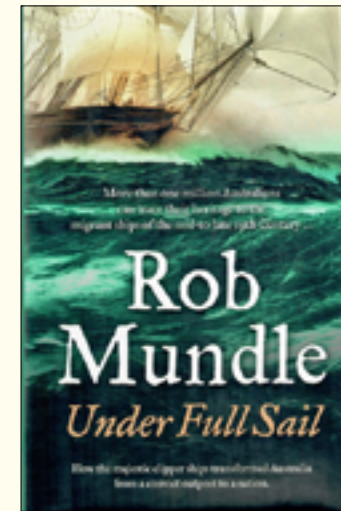


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MORE THAN A MILLION AUSTRALIANS can trace their heritage to the clipper ships of the mid-to-late 19th century.

In the shop at the Maritime Museum

CROSSWORD
There is no crossword in this issue. The winner of the Summer crossword MTT 77 was Christopher Perkins. Congratulations!

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Godley berthed at Domain Slip

GODLEY

For the past few years, the tug *Godley* has acted as the breakwater for the Launceston to Hobart Yacht Race. Built in New Zealand in 1977, *Godley* complements the other Port of Hobart tugs, *Yandeyarra* and *Mount Florance*. While it might appear small, the tug's lower bow profile proves helpful in assisting a wide range of smaller vessels, including the tall ships that often call the Port of Hobart home. You can find more details on *Godley* and the rest of our fleet on our website.

www.tasports.com.au/fleet

TasPorts is a major supporter of many of Tasmania's iconic yacht races



Launceston to Hobart Yacht Race 2016 Photo: Mitch Osbourne

Rolex Sydney Hobart Race Village 2021 Photo: Salty DIngo



Celestial rounding
Tasman Island 2021
Photo: Andrea Francolini



SINCE ITS INCEPTION IN 1945, TasPorts has been a strong supporter of the Rolex Sydney Hobart Yacht Race (RSHYR), and we are delighted to host this truly iconic race and the Hobart Race Village at Kings Pier Marina.

The Melbourne to Hobart Yacht Race will celebrate its 50th anniversary in 2022, with TasPorts accommodating the visiting vessels at the Port of Hobart as it has since the race began. For the past 14 years, TasPorts has also supported the Launceston to Hobart Yacht Race and Race Village at Elizabeth Street Pier. Yacht Race entrants' berth alongside Elizabeth Street Pier with the protection of one of TasPorts tugs acting as a temporary breakwater.

TasPorts is committed to supporting community engagement in port regions by hosting

iconic events and sporting activities which show the connection between the ports and community. You might be surprised how many teams within TasPorts work together to support the various races held in, or passing by, our ports each year.

TasPorts Vessel Traffic Services (VTS) Authority is the primary tool used by TasPorts to manage the safe and efficient movement of vessels approaching and operating within our port limits and pilotage areas. When the first racing yachts round Tasman Island (above), VTS are alerted so we can monitor their position and ensure safe navigation in relation to other vessel traffic. VTS will monitor vessel traffic throughout the event, ensuring safe navigation of both yachts and merchant ships.

Our Community Engagement and Partnerships Officer works

closely with race organisers on all aspects of the race and landside activities to ensure the smooth delivery of the event for participants, stakeholders and the public while ensuring port operations can continue unhindered.

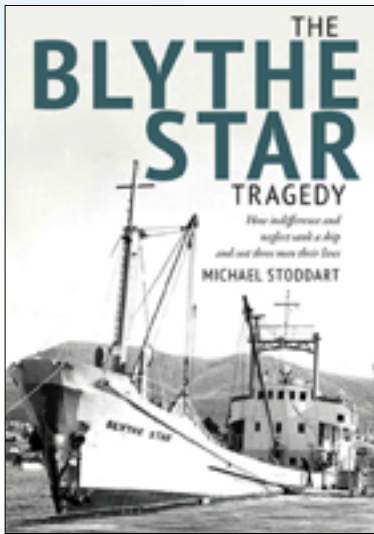
Our Wharf Operations and Maintenance teams ready the site for action. They ensure the marina and wharf areas are in good working order and prepare the race village sites by removing infrastructure and hanging the many colourful civic banners that decorate the waterfront.

TasPorts are proud to support marine activities for the community's enjoyment, and we hope that our support of these events further improves marine safety outcomes in waterways where TasPorts operates. □

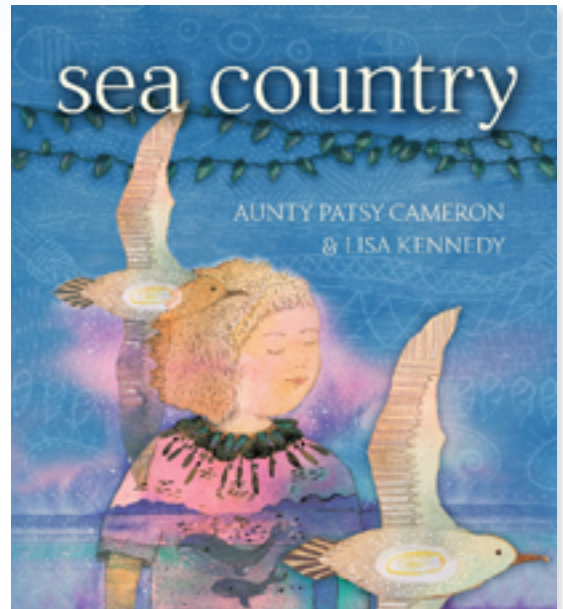


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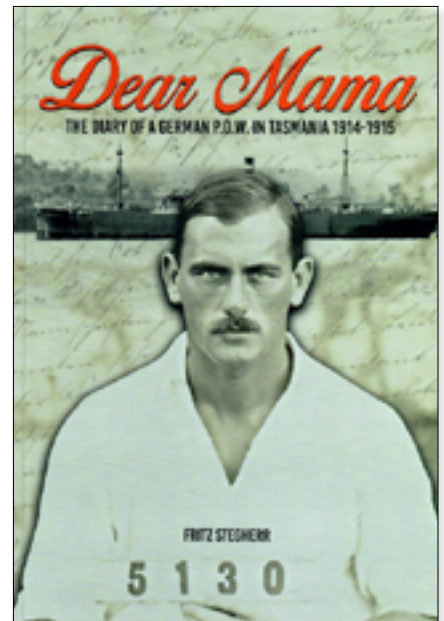
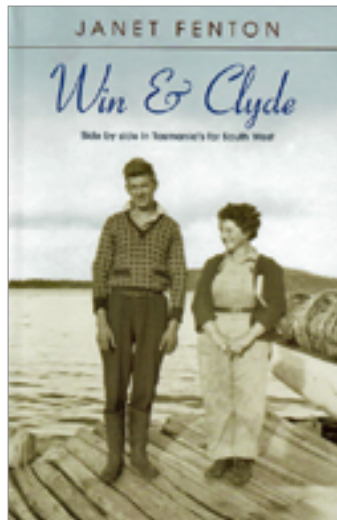


SEA COUNTRY
'We were free there to hear Country speaking to us'
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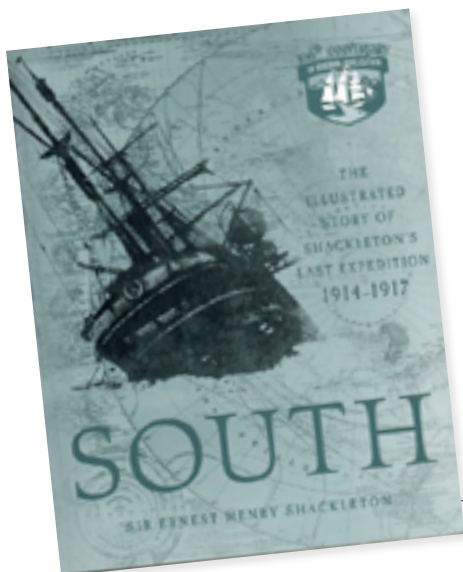
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