

MARITIME TIMES

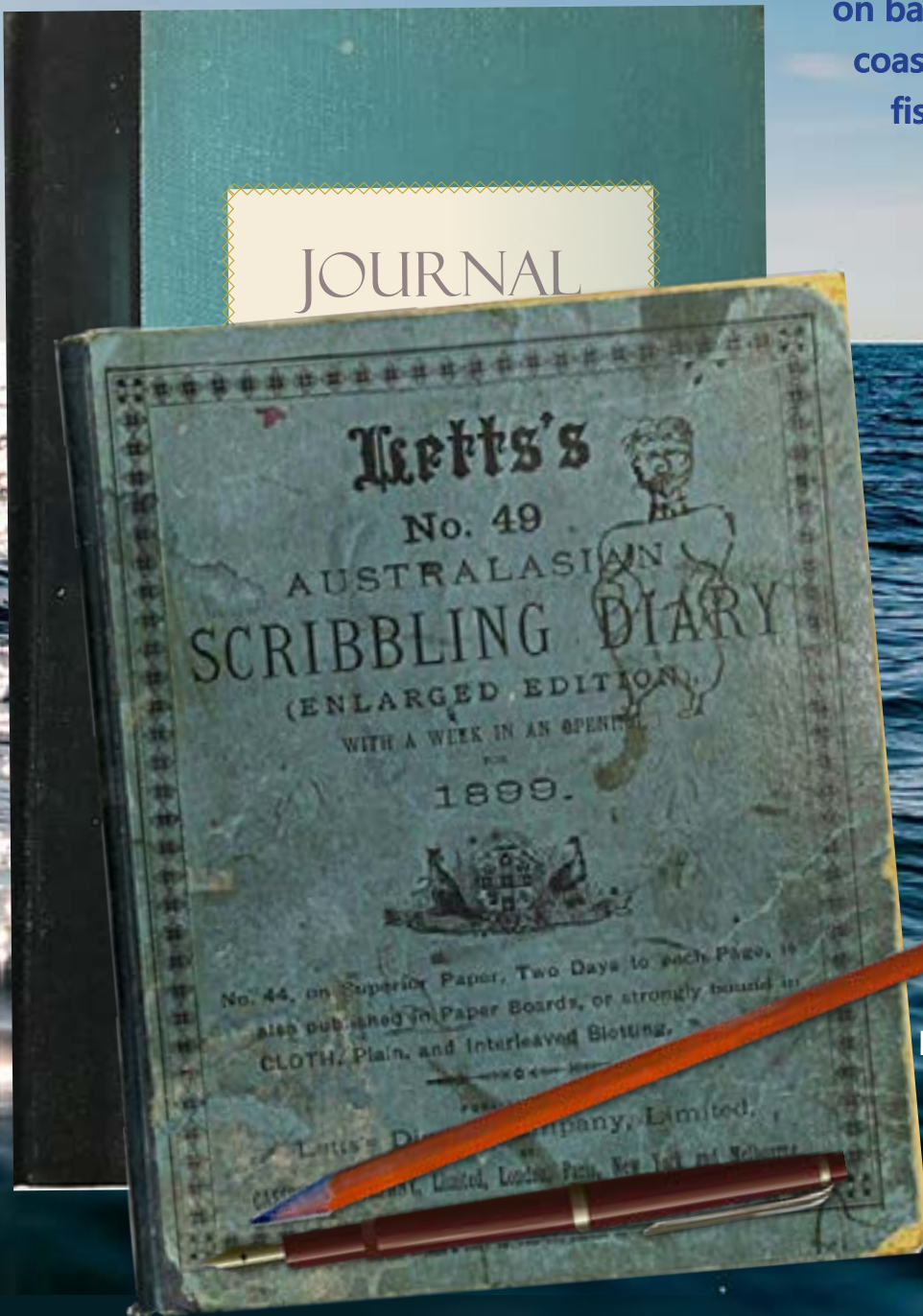
TASMANIA

No 83 – Winter 2023

\$3.50

Journals written at Sea

on battlecruiser HMS Renown
coastal steamer George Bass
fishing vessel Rachel Irene
Orient liner SS Oroya
kayak Blue Moon
Antarctic vessels
Cape Horners



Museum News

President's message
recent acquisitions
exhibitions

TasPorts news
New Bridgewater Bridge
+ our regular features



Maritime Museum Tasmania

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(closed Christmas Day)



Acknowledgements

Acknowledgement of Country

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

MMT Committee Members for 2023

Chris Tassell, President	Michael Stoddart, Vice President	Pip Scholten	Gerald Latham
Beth Dayton, Secretary	Peter Wright	Rex Cox	Ron Gifford
Paul Armstrong, Treasurer			

The Committee also includes a Councillor representing Hobart City Council.

Committee members can be contacted through the Museum office on (03) 6234 1427. Leave a message with your details for a return call, or email office@maritimetas.org. Please include the name of the committee member in the subject line and your message will be forwarded.



Maritime Times Tasmania

The quarterly magazine produced by the Maritime Museum Tasmania
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Cover: Background image Ocean Waves by Pexal (Commons), and the cover of a journal written at sea by 16-year-old RR Rex in 1899 on voyages from Hobart to England and back. The contents of his Lett's Scribbling Diary are currently being transcribed for the Maritime Museum.

Maritime Times Tasmania welcomes original historical or newsworthy articles for publication

ORIGINAL CONTRIBUTIONS, reflecting the Museum's mission to promote research into, and the interpretation of, Tasmania's maritime heritage, can be short notes or original 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.

DO NOT COPY word-for-word from websites, newspapers, books or other publications unless clearly indicating a quote and adding a reference, e.g. *Mercury* /date/ page number. Plagiarism is unacceptable. Please be aware of plagiarism (copying another's work), copyright, referencing and photo credits.

CONTRIBUTIONS can 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 for you, and return if required. IMAGES must have a caption, be credited to the photographer or to the source, and have written permission to publish; e.g. if you would like to add an image you see on a website, contact that source (there is usually a 'Contact Us' email link) and request permission to publish in *Maritime Times Tasmania*.

Please email your contributions, with attachments, to admin@maritimetas.org or post to The Editor, 'Maritime Times Tasmania', Maritime Museum, GPO Box 1118, Hobart, TAS 7001. Alternatively, you can leave your contribution, with contact details, at the front desk of the Museum at the street address above. Please add to your calendar:

DEADLINE for the Spring issue is Wednesday 16 August 2023



from the president's log

1 June 2023

by Chris Tassell

The recent announcement that RV *Investigator* had located the wreck of MV *Blythe Star* attracted national media attention. The tragedy of the loss of three members of *Blythe Star's* crew and of the vessel itself is one that has had a profound impact on maritime safety practices in Australia over the past fifty years.

The Maritime Museum's collections include much significant material associated with *Blythe Star* and the subsequent court of inquiry. But none of these is as emotionally charged and poignant as the shredded life raft which carried the surviving crew members for eight days until they finally reached land more than 400 kilometres from where the vessel sank.

Being able to see *Blythe Star's* life raft (p. 7) makes the drama of the crew's survival all the more immediate and real. Not all objects in the Museum's collections have the same emotional force as the *Blythe Star* life raft but so many have that power to connect us with the past through shared experience, imagination and even nostalgia.

This issue of *Maritime Times* explores the Museum's rich collection of journals written at sea. Both object and archive, these journals have that direct connection an object creates as well as offering rich insights into life at sea whether it is Clara Ambrose describing a gale near the Falkland Islands (pp. 26–28) or Dick Andrews recording the fishing success (or otherwise) on *Rachel Irene* off Tasmania's east coast and in the lower Derwent estuary (pp. 18–21). The extent and diversity of the Museum's archival collections is considerable, even more so when it is realised that most of the collection that extends from the 18th century until the present has been donated.

More recent donations to the Museum are discussed in this issue, perhaps the most remarkable being the ocean kayak *Blue Moon*, in which Richard Barnes became the first person to kayak solo, non-stop and unassisted across the Tasman Sea. After departing Hobart on 14 December 2022, he arrived at Riverton on the South Island of New Zealand on 18 February 2023. Richard describes his extraordinary voyage and how he recorded it on pages 10–11 and we

look forward to *Blue Moon* returning to Hobart in the near future.

The Museum's increasingly active exhibition program is also featured with the three exhibitions which have opened recently: Barbie Kjar's exhibition 'Lion Tides, Stories of Sea and Salt' features work which emerged from her residency on King Island; Friends of Maatsuyker Island with an exhibition marking their 20th anniversary of conserving this remarkable island and its lighthouse; and 'She's Apples', an exhibition drawing on the Museum's collections, about the Tasmanian apple trade (pp. 8–9).

Further good news is the appointment of Emily Quintin as the Museum's Marketing and Promotions Manager. Emily will join Camille, Sally and Mark in working on the Museum's programs and in particular the development of the Maritime Heritage Network across the state.

In this *Maritime Times* you will find information about renewing your membership of the Maritime Museum. Next year will mark the fiftieth anniversary of the founding of the Maritime Museum Tasmania. Over this time the Museum has played a central role in the conservation, protection and promotion of Tasmania's maritime heritage. To mark this major achievement the Museum is planning a number of new projects.

Your membership is key to the Museum being able to continue its programs conserving and promoting Tasmania's maritime heritage and I would encourage you to continue your involvement as a member with the Museum and enjoy our fiftieth anniversary celebrations. □



A new member of staff

This issue of *Maritime Times* brings you notes on a selection of journals in the Museum's collection. They are all written at sea on a range of vessels in different eras. The details recorded are of historical significance allowing an insight into the working conditions, the customs and the attitudes of the day.

One of the oldest journals we have is that kept by Captain Richard Copping (below), written when he was master of the barque *Isabella* trading between Hobart Town and Otago, New Zealand, 21 September 1861–24 March 1863, and as master of the barque *Bella Mary* trading between Auckland, NZ, and Hobart Town, 25 March 1864–18 August 1866. It is currently on display in the Carnegie Gallery.



EMILY QUINTIN joins the Maritime Museum team as our Marketing and Communications Manager.

Brought up in Hobart, Emily has travelled the world gaining experience in marketing and communications with a wide variety of organisations, including the Australian National Maritime Museum in Sydney. While in London Emily worked at the London 2012 Olympics, managing and training a large team of volunteers, and was understudy for the Queen's parachute jump, but luckily wasn't needed. But home is where the heart is. Emily and her young family have settled back in Tasmania and we are excited for her to join us.

While increasing our online presence through social media and our new website, Emily will also be developing our relationships with traditional media and strengthening the Maritime Heritage Network with our partners around the state.



Extract: 7 August 1862. First part blowing hard with rain and sleet. At 11am Mr Henry, Pilot, came on board. Got underway and proceeded to Port Chalmers [Dunedin, NZ]. Photos: Barry Champion

MMT welcomes new members

Feng Han

Rodney Hibberd

Gregory Buchanan

Ken Dolling

Membership

CALL IN or JOIN ONLINE

DOWNLOAD AN APPLICATION FORM

and see the benefits of membership at:

www.maritimetas.org/support-us/become-member

CATEGORIES OF MEMBERSHIP and annual fees, effective each year 1 July to 30 June (incl. GST) are:

Volunteer	\$15	
Individual	\$35	Family \$45
Concessions / Interstate / Overseas \$25		
Perennial	\$1000	(once only)

An important addition to the Museum's Collection



'Yachts on the River Derwent from Wrest Point'
MMT Collection

watercolour by Max Angus
Photo: Barry Champion

MAX ANGUS is regarded as one of Tasmania's most important and influential watercolour artists. Recently the Museum has been particularly fortunate to receive a donation of a watercolour by Max of yachts on the River Derwent viewed from Wrest Point.

Max was a leading member of a group of Tasmanian watercolour artists active in the second half of the twentieth century. As Max said they responded to the 'marvellously varied changes in light and atmosphere' and 'the compelling beauty of its (Tasmania's) landscape'.

Some of these artists would meet on a Sunday and paint in the bush or on the coast anywhere within an hour or two's drive from Hobart. Among the painters in this group were Harry Buckie, Roy Cox, Patricia Giles, Graeme Salmon, Elspeth Vaughan and Greg Ramsay. Their work, together with that of artists in the north such as Geoff Tyson, helped to create a new vision of Tasmania as beautiful, wild and untouched. Their vision of Tasmania's landscapes and seascapes coupled with their commitment to use of watercolour is considered to form one of Australia's very few distinctively regional schools of art.

A recurring theme in Max's work was the sea and boats with a favourite being yachts on the Derwent. However, his eye for the sea is to be found in his many coastal landscapes, particularly Marion Bay, as well as lighthouses, boatyards and docks.

'Yachts on the River Derwent from Wrest Point' is the first watercolour by Max Angus to enter the Museum's collections. The Museum is most interested in developing its collection of works by both Max Angus and the other artists of the Sunday Group who saw the sea as such an important part of Tasmania's distinctive identity. □

recent acquisitions

Lindsay Rex collection and Wes Bates' marine charts



Museum member Lindsay Rex recently arrived by *Spirit of Tasmania* from Melbourne with an extensive collection of his maritime artefacts that he offered to the Museum. Curatorial volunteers and staff are busy documenting and listing his donation for the records. While visiting Tasmania, Lindsay also delivered a collection of Australian charts donated by Wes Bates of Williamstown. Wes, an avid collector of maritime objects, was employed by McIlwraith McEachern and accumulated the comprehensive set of 262 1960s charts while with the shipping company.

left: MMT member Lindsay Rex with a few smaller items from his collection

HMAS *Huon* Crest



A large HMAS *Huon* crest has been donated by former AB Ray Ward. Ray had been a clearance diver in the Naval Reserve operating from HMAS *Huon* on the Domain until he retired in the 1990s. Shortly after that the training facility closed and, when Ray visited the Sorell Market more than 20 years ago, he noticed a stallholder with the familiar HMAS *Huon* crest. He bought it as a memento of his Navy days and planned to display it in his home. His wife wouldn't agree to that, so the crest remained out of sight in his garage for years until he donated it to the Museum.

SS *Alexandra* watercolour



The Museum recently acquired a watercolour painting of SS *Alexandra* from Armitage Auctions in Launceston. SS *Alexandra* had been purchased in 1863 in the UK by Captain George Gilmore for the Melbourne to Launceston run. After just one voyage Gilmore sold the ship to an associated company. Later, when Gilmore resided in Launceston he worked as a marine surveyor and was a Tasmanian MHA (1875-1878). The painting of the ship is a good representation of Australian coastal steamers of the day and the artist, Sir William Elliott Johnson, is of note having been the fourth Speaker of the Federal House of Representatives.

Bill Foster's Awards



The family of the late Bill Foster OAM have donated his hard-earned awards and associated documentation to the Museum. Bill's Medal of the Order of Australia in the General Division presented at the 2007 Australia Day Honours was awarded for service to the community, particularly through preserving and promoting Tasmania's maritime heritage. In 2002 the World Ship Trust presented Bill with their individual award (above) in recognition of his outstanding contribution as a boatwright, over many years, in the construction, restoration and preservation of wooden craft.

BLUE MOON — Coming soon to the custody of the Maritime Museum is the kayak *Blue Moon* (p. 10).

RAMPING LION — a 6.25m replica of an 1840s pulling boat has arrived from the Australian National Maritime Museum. Full story in our next issue.



BLYTHE STAR — The remains of the life raft from *Blythe Star* are on display in the Carnegie Gallery at the Maritime Museum. The raft is displayed without the canopy because the latter was cut up in Deep Glen Bay, where the survivors landed, to provide rudimentary footwear and clothing for those who went in search of help.

remains of the

FOUND!

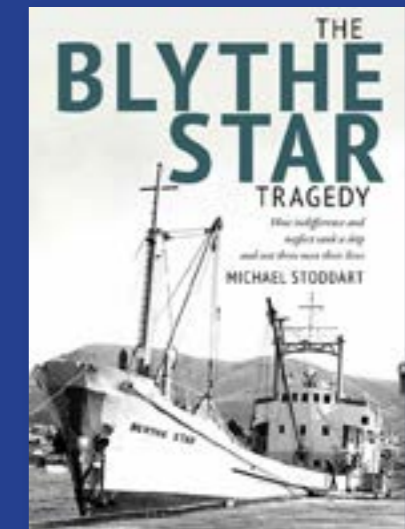
After 50 years
the wreck of *Blythe Star*
has been identified
by a CSIRO team on RV *Investigator*

<https://www.abc.net.au/news/2023-05-15/blythe-star-shipwreck-found-50-years-later/102289524>

An update will be included in the
Spring (September 2023) issue of
Maritime Times

See the remains of the
survival life raft
on display
at the Maritime Museum

Read the background story



Available in our bookshop

exhibitions at the maritime museum



AS THE COLD SEASON SETS IN, the Maritime Museum Tasmania welcomes a refreshing change with three exciting new displays.

Lion Tides

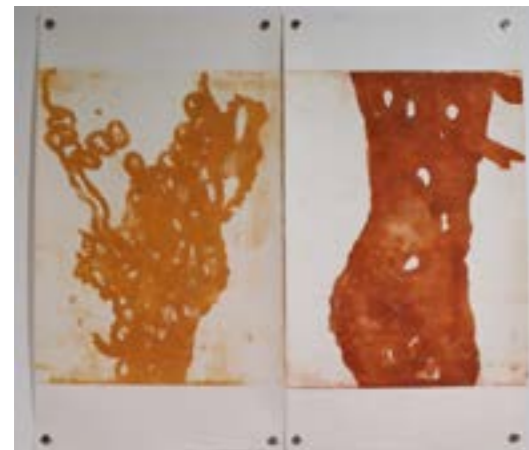
In the temporary Gallery downstairs, 'Lion Tides', a new exhibition by renowned printmaker and visual artist Barbie Kjar, takes visitors on an incredible journey.

Drawing inspiration from an art residency on King Island and her experiences as a swimmer, Kjar explores her deep connection with the ocean and its transformative power.

Through portholes and evocative installations, she transports us to mesmerizing bull kelp forests, ethereal night skies, and the vibrant depths of marine life.

Kjar has always been interested in the sea, navigation, and human behaviour, and her artwork serves as a metaphor for navigating life's uncharted waters through intuition and keen observation. She invites viewers to explore the underwater world of creatures, colours, and lights but also to contemplate the impact of climate change and pollution on threatened species and the oceans.

Barbie Kjar is a lecturer in Printmaking and Drawing. Her work is held in significant collections such as the National Gallery of Victoria and the Australian National Gallery.

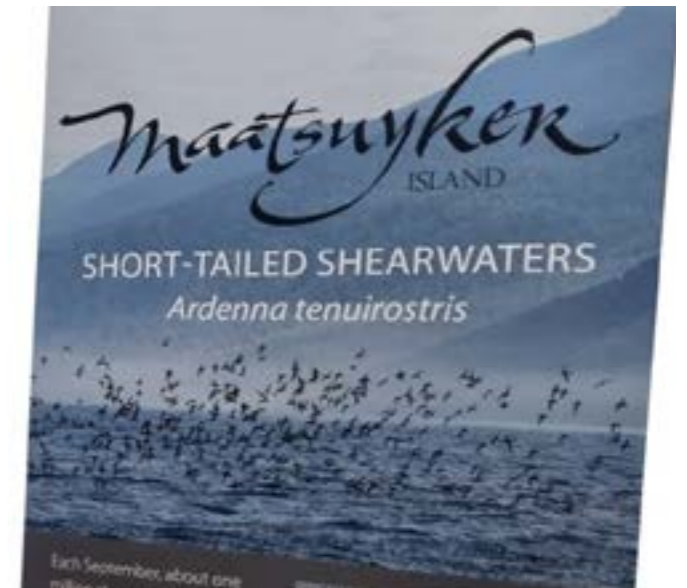


Friends of Maatsuyker Island

Upstairs, on the Carnegie Landing, 'Antarctic Dinosaurs' has been replaced by an interesting display created by the Friends of Maatsuyker Island. A blend of art and heritage, this display celebrates the organisation's 20th anniversary and its remarkable accomplishments.

This passionate volunteer group works in collaboration with the Tasmanian Parks and Wildlife Service to manage the island's conservation reserve. They carry out a range of activities to support the protection of the island's wildlife and habitats, including weed control, monitoring of bird populations, and maintenance of walking tracks. They play a key role in welcoming visitors to the island, educating them about the importance of conservation and environmental sustainability, and sharing their knowledge and insights about the unique ecosystems and species that call Maatsuyker Island home.

To learn more, please visit <https://wildcaretas.org.au/branches/friends-of-maatsuyker-island/>



above: poster with information about the short-tailed shearwaters

left: Maatsuyker Island Lighthouse kerosene lamp

below: part of the 'She's Apples' display
(a) Apples at the wharf and
(b) Labels for apple boxes

facing page: 'Kelp Woman' and 'Kelp' (Barbie Kjar)



She's Apples

In the stairwell, 'She's Apples' offers a captivating glimpse into Tasmania's historically significant industry. Drawing from our extensive photographic collection, this display highlights the transportation of apples from orchards to their destinations via river ketches, ferries, and cargo ships. It also celebrates the art of the apple box label.



AN IMPRESSIVE FIRST

Richard Barnes set out from Hobart on 14 December 2022 in his 10m ocean kayak *Blue Moon*, slipped through the Dunalley Canal then out into the Tasman Sea. The aim was to paddle to New Zealand. On 18 February 2023, he stepped ashore at Riverton on the south coast of the South Island of New Zealand, to become the first person to kayak solo, non-stop and unassisted, across the Tasman Sea.

Kayak across the Tasman

The *Blue Moon* Experience

AS AN ALBATROSS MIGHT FLY in a straight line, the distance across the Tasman is 1700km. In an ocean kayak weighing close to 900kg, taking a slightly more wandering route and powered only by a paddle, the adventure took 67 days and covered over 2000km from Hobart to Riverton. While a lot of time every day was dedicated to paddling and making progress eastward, there was time every night to contemplate and record the day's adventures.

I kept two journals. One was a daily update sent via satellite link to the outside world. The second was a personal journal, destined to be read by only a handful of people. Both were written while cooking and eating dinner in the evenings. Writing was actually tapping away on an iPad.

The public journal shared thoughts from the day including events and actions and wildlife encounters. My personal journal contained the trip statistics, facts and figures, plus more private thoughts and perspectives on the affairs of the day.

Each day's weather was recorded in my personal journal. Roger 'Clouds' Badham, well known for guiding many of the yachts which compete in the Sydney-Hobart, provided daily weather forecasts.



The journal noted the remarkable similarity of the forecasts to the actual weather. I was very lucky to never be hit by a serious Tasman storm. Windspeeds topped out at about 35 knots. Much more common were breezes around 15–20 knots. Just occasionally the wind completely disappeared, leaving an eerie, tranquil and quiet stillness. Swells of up to 10m rolled by, but of very long wavelength, while seas up to around 4m produced much more noticeable sporty conditions for *Blue Moon*. Twice in the crossing, waves capsized the kayak, but it is a self-righting design and re-righted reassuringly. On rougher days, I strapped myself into my sleeping area to avoid being tossed around the cabin. I was always attached to *Blue Moon* in the day by a leash or leg-rope.

Distances covered were also systematically recorded in my personal journal. Rather than in nautical miles or kilometres, these were logged as latitude and longitude. As a simple conversion, one degree of latitude or longitude was close enough to 100km of progress. Onboard were four different devices capable of providing this navigational guidance. A good day's paddle averaged about 30km. With a tail-wind and favourable current, the best paddling day covered 45km. By contrast, in stormy weather and headwinds, forward progress could diminish to only 10km. At night I deployed a large parachute sea anchor, particularly at times when unfavourable winds blew the kayak backwards while I slept. Generally distance lost or gained drifting at night was only 5–10km although, on one unfortunate night, 25km was the backward drift score. A small celebration was held as each degree of longitude was crossed. It was toasted with a cup of Cola with my land-based logistics support, Annette.

Food was recorded in a separate menu folder in my personal journal. Occasional comments on food were shared in the public journal. Food supplies for 100 days had been prepared, and sealed in day, and then week, supply packs. Food choice was fairly limited, but was chosen for enjoyment value. Daily intake averaged about 5000 calories.



Cereal and powdered milk were breakfast staples. Eight weetbix, four eaten crunchy and then four left to go soggy, maintained energy levels through the morning, until lunch at around 3pm. Flatbread has a shelf-life adequate to last 100 days so, spread with marmalade or peanut butter or vegemite, this added variety to the breakfast intake. Lunch was typically vitaweat biscuits, again with peanut butter and vegemite, plus tinned sardines or tuna.

Dinner was always three courses, built around a warming cup-a-soup, followed by a rehydrated main. The dehydrated meals originated from the Defence Science & Technology Group in Scottsdale. They were so simple to prepare and invariably delicious. Dessert depended on the mood of the day, but could be mince pies, jam tarts, dried fruit, fruit cake, cheesecake, custard or blanc mange.

Both journals recorded the highlights and lowlights of living on the ocean. The moods of the sea were ever-changing, but truly wondrous were the special occasions when the wind died away, and the sea went to glass and all around was infinite quiet. Vying with these gems of peacefulness for highlight of the trip was an encounter with two whales. It occurred on Day 31, about mid-Tasman. First I knew of their presence was a giant bang out to starboard, and a leftover splash as something very large landed back in the water. It turned out to be a pair of beaked whales, about as long as *Blue Moon* but over 2 tonnes

each, and they continued to swim around the kayak for the next 15 minutes. These two creatures were clearly intent on showing off. They were so agile and so close to *Blue Moon*, and were leaping right out of the water with exuberant joy.

Lowlight of the journey was a day of three disasters. I was woken in the night when I was tossed around the bedroom when *Blue Moon* capsized and then self-righted. It was some sort of rogue breaking wave, in an otherwise not-particularly stormy sea. Sunrise revealed a severed tether trailing off the stern, with the sea anchor no longer attached. It had vanished. The third disaster was revealed when I started to paddle and found the rudder had also broken in the night. It took a full day to come to terms with these setbacks, regain a positive outlook, and get on with repairing and replacing the pieces with spares and makeshift solutions.

In all, 66 stories were shared with the world via website and Facebook. These were augmented by wonderful cartoons, graphics and outside photos produced by enthusiastic land-based followers of the journey. My private journal amounted to over 80 pages of tales and trip statistics. *Blue Moon* will return to Hobart to take its place in the Maritime Museum Tasmania. The journals which give the first-hand account of the crossing might one day join *Blue Moon* there.

—Richard Barnes

above, left: blue shark encounter
above, centre: an albatross visit
above, right: beaked whale encounter

facing page: *Blue Moon* launched at Sandy Bay, Hobart
right: *Blue Moon* arrives at Riverton in NZ

Photos supplied by Richard Barnes

The public journal of *Blue Moon's* Tasman Sea crossing, with more photos, maps and cartoons, can be viewed on the Lane Cove River Kayakers website at:

<https://www.lcrk.org.au/pmwiki/pmwiki.php?n=Main.2022BlueMoon>



HMS *Renown*

Journal for the use of Midshipmen

1 – The Journal is to be kept during the whole of a Midshipman's sea time. A second volume may be issued if required.

2 – Supervised by the Officer – The Captain to inspect entries from time to time and should initial them at each inspection.

Midshipmen should record in their own language their observations about all things of interest and matters of importance in the work that is carried on, on their Station, in their Fleet, or in their Ship. They may include descriptions of places visited and of the people with whom they come in contact, harbours and anchorages, fortifications; they may write notes on coaling facilities, landing places, abnormal weather, prevailing winds and currents, salvage operations, foreign ships met with, and the manner in which Foreign Fleets are handled, Battle Practices, Gunlayer's tests, actions in manoeuvres, remarks on P.Z. exercises. On the ship making a passage of sufficient interest they should note weather and noon position.

Midshipmen should understand that the main object of keeping the journal is to train

- (a) the power of observation
- (b) the power of expression
- (c) the habit of orderliness.

Midshipmen should illustrate the letter-press with plans and sketches pasted into the journal, namely:– Plans of Anchorages, Sketches of places visited of coast line, of headlands, of leading marks into Harbours, of ships British and Foreign, of parts or fittings of ships, and any other objects of interest.

The Journal is to be produced at the examination in Seamanship for the rank of Lieutenant, when marks of 50 will be awarded for it.

—oOo—

WHEN MIDSHIPMAN ALAN D CASEY from Tasmania joined HMS *Renown* in Sydney, bound for London via the Panama Canal, with the Prince of Wales on board, he was issued with a journal and a list of instructions (left). He followed the instructions given him and two of his detailed drawings are included in this article (p.14) with journal extracts from the two-month voyage.

11 August 1920 Sydney, Australia
Joined HMS *Renown* during forenoon, and found that eleven other RAN midshipmen of my term had joined two days previously. Had remainder of the day in which to sling my hammock. Officers gave a dance on board in the evening, which I attended.

12 August
Commenced instruction with the other junior midshipmen. The first week is being spent at gunnery and during the forenoon we inspected the working chamber of "A" 15" Turret. During the forenoon we also had the gunhouse explained and watched the working of the gun-loading cage, etc.

13 August
Carried on with gunnery instructions. Spent the morning in the Spotting top and Gun Control Tower, and in the afternoon in the Transmitting Station (15"). Had a very interesting lecture on the subject.

14 August
Saturday. Routine. HRH the Prince of Wales came on board. Saturday forenoon, in accordance with the custom, was spent by the midshipmen in writing up their journals. About 10.30am when HRH the Prince of Wales arrived in Sydney, a Royal Salute was fired and all ships dressed ship with masthead flags. His arrival on board ended HRH's stay officially in Australia.

Editor's note: HRH the Prince of Wales had arrived in Australia on board HMS *Renown* in April 1920, after leaving England the previous month. He visited 110 cities and towns across Australia. HRH the Prince of Wales (23 June 1894 – 28 May 1972) was aged 26 when on HMS *Renown* for this return voyage Sydney to Portsmouth in 1920.

As Edward VIII, he reigned from 20 January to 11 December 1936, then abdicated, and was subsequently known as the Duke of Windsor.



HMS *Renown*, a battlecruiser
Gunnery included three twin-gunned turrets, anti-aircraft guns and two submerged torpedo tubes. It had armour with bulges to repel enemy torpedoes.
Built: Fairfield Shipping & Engineering Co., Govan, Glasgow
Launched 1916
Length overall: 794 feet 1.5 inches (242m)
Beam 102 feet (31.1m)
Draught (max.) 30 feet 3 inches (9.2 m).
Displacement 26 500 tons
Ref: *Jane's Fighting Ships*. Fred T Jane (ed.)
Photo: MMT Collection P_ 2020-019

15 August
Sunday. Divisions and prayers as usual. HRH the Prince of Wales attended with his guests, the Governor of South Australia, Sir Archibald Weigall and Lady Weigall. I went across to HMAS *Australia* with an RC church party to attend a service there.

16 August
Side party and special side party over the side all day painting.

18 August
This was our last whole day in Australia, and we were granted leave after divisions. Painting ship's side was carried on. In the evening HRH the Prince of Wales gave a small dance to which the gunroom was invited.

19 August
We were to leave at noon, so at 9.30 commenced to unmoor, but found the two cables foul of each other. This was caused as follows –
When operations started there was no wind but when the mooring swivel had been hove into the port hawse pipe, a breeze sprang up and the ship's head was swung, causing an elbow in the cable. This was overcome by the outboard ends of the two cables being shackled to the opposite inboard side of the cables when the mooring swivel was removed. Thus the starboard lower anchor was weighted into the port hawse pipe and vice-versa.

The starboard anchor was weighed at noon, and the ship proceeded down the harbour. HMAS *Australia* and the three Australian cruisers fired the Royal Salute. We proceeded to just inside the heads and anchored. At 9.30 pm, the tug *Heroic* arrived with our English mail. At 10.30 pm we got under way once more and set course 67°.

20 August
At sea in fair weather, with wind about SE. Steady swell coming from SSE. Lord Howe Island having

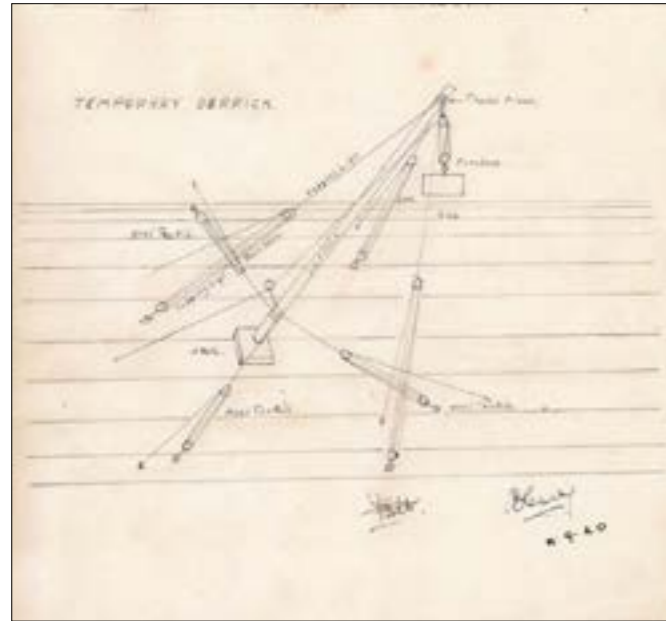
been abeam at 6.15 pm this evening, no more land will be sighted until Fiji is reached. After divisions we went to GQ (General Quarters). My station is at P.Z. Triple 4" guns. A run was gone through and miss-fire experienced. At 7pm course was altered to 55°.

23 August, Suva, Fiji
Arrived at Suva, Fiji, about 7 am. We passed through a gap in the reefs which form a natural breakwater, the only thing which forms a harbour there. Here we anchored off the town, and in the afternoon I went ashore with several other midshipmen to take part in a Rugby match against the Suva Football Club. We commenced in a shower of tropical rain but it cleared off eventually. Unfortunately, not being in very good training, we lost rather heavily.

24 August
Weighed anchor at 7am and proceeded at 16 knots towards Samoa. Set course at noon was 60°, and at 2.40pm we crossed the 180° meridian of longitude.

24 August
This, the second Tuesday in the week, existed because we crossed the 180° meridian the previous day, where it is necessary, when going in an easterly direction, to add a day to the calendar. On this day, baths were rigged for the officers over the Port [Quarter] Deck.

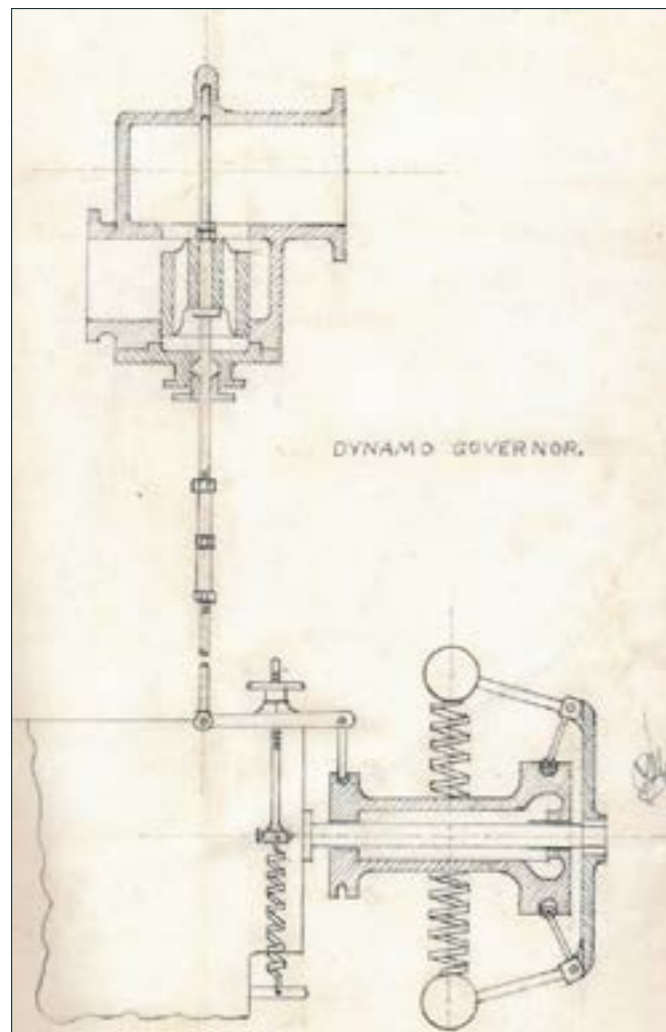
25 August Apia, Samoa
We anchored off Apia (capital of Samoa) about 9am outside the reef which, as at Suva, forms a natural breakwater. No boats were got out owing to the heavy S easterly swell outside, but we relied upon shore-boats to land, A native boat had been prepared to land HRH but owing to the swell, this idea was abandoned and a motor-boat was used. About 25 officers landed at the same time and attended the reception and native feast which followed ... As this was the first demonstration of native dancing I had witnessed, I was most interested. >>>



Two of several signed technical drawings enclosed in midshipman AD Casey's journal as required for his examination

above: temporary derrick

below: dynamo governor



At 5.30 pm HRH returned from Apia by motor-boat, escorted by natives in long canoes, of about 24 oars. We then weighed and proceeded at 21 knots, course 35°.

27 August

At sea. Routine as usual. About 2 pm we crossed the equator. There were no ceremonies on this occasion as was the case on the trip to Australia.

30 August Oahu

Monday – The island of Oahu was sighted during the morning watch. Ship was prepared for going alongside, port side to. Pilot arrived on board at 8.30am and as we come up to the harbour a salute was fired.

The harbour is a long narrow basin with a narrow artificial entrance. We proceeded in and slowly turned around with the assistance, which was not very great, of two USN tugs and by placing the bows between two piers and pivoting against the pier we turned until broadside on to the end of a wide low pier where we secured. Later a USN oiler came alongside and we oiled ship till about 8pm.

1 September

Wednesday. 1st cutter again away early getting sand. About 10am I went ashore and, after changing some money, proceeded to Waikiki beach where I bathed from about 11.30 to 3.30 pm. During this time I attempted to master the art of surfing, riding on a board, but without avail. I and some others had some good fun surfing in an outrigger canoe. We returned on board about 4pm. About 6pm we left the wharf and proceeded out of harbour, Course was shaped for Acapulco at 9 ½ knots.

4 September

Saturday. I went into sick-bay owing to sunburn with one other midshipman. In the evening three more sunburnt sufferers were admitted to sick-bay, which owing to our numbers was removed to our study.

9 September Acapulco

Thursday. Came off the sick-list after divisions and went to instruction. Arrived at Acapulco at 7.50pm. Make and Mend but no leave for midshipmen was granted. Left Acapulco about 5.30pm. Oiled while there. Proceeded out to sea for about one hour, when stoker Barnes was buried after service held on the fore-castle. It was a very impressive service.

13 September Panama

Monday. At 6 o'clock we arrived off Panama. The pilot came on board and later the British Consul.

We passed through the canal without stopping and proceeded to Christobal where we oiled. The entrance is narrow and buoyed largely with spar buoys. We proceeded up past Balboa and Panama, followed by a tug. Having entered the channel at 6.15am, at 7.50 we entered the Thiraflores docks.

There are two rises here. We entered a dock, the doors closed, so that they formed one outward-pointing V, so that when the dock is pumped down, the pressure from outside forces the doors inward and so closes them all the harder. Once inside the water was pumped in and we arose at about the rate of 1 inch a second. While rising we were being slowly towed along by little electric trams on either side called 'mules' each of which had a wire to us.

When at the correct level, the further doors were opened and we passed into the second lock where a further rise took place. We thus rose in two stages to the upper portion of the canal. At each end of each lock is an emergency dam consisting of huge caissons swung round radially by electricity and dropped into the lock. These are in case a lock door should give way. We passed through the next portion of the canal, accompanied as ever by the tug. The vegetation was more or less of a jungle type ashore.

At 9.15 we entered the Pedro Miguel Locks, which has only one rise, and here we rose to the level of a fair-sized lake. We left the locks at 9.45am and passed along this lake. Soon we passed along the famous Culebra Cut through Culebra Hill. The former is the largest cut in the canal.

About 11.25 we entered Gatun Lake and, proceeding at slow speed, we arrived at the Gatun Locks, which are the largest in the canal. There are three rises or rather, in our case, drops, as we were here let down to the level of the Atlantic.

About 2.15 HRH landed with a party to see the spillway. We proceeded, and at 2.35 we cleared the Gatun Locks, and continued on the last stretch of the canal. At 2.48 we cleared the canal. Just after clearing we passed two German [ships] neither of which dipped to us.

We proceeded to No 10 coaling wharf, which has oil laid on to it at Christobal and commenced oiling. At this wharf, owing to the very modern coaling arrangements, it is possible to coal the largest ship in 6 hours.

15 September

At sea. Wednesday. Routine 15" Control – fire stations again exercised after evening Quarters.

17 September Trinidad

At 9am ship came to about 5 miles of Port of Spain

with starboard anchor in 6½ fathoms, veered to 10 shackles.

At 9.50 HE Governor of Trinidad called.

At 9.55 hands manned ship and at 10.10 HRH Prince of Wales landed. A salute of 21 guns was fired by us. At 10.35 the oiler *Cherryleaf* came alongside and we proceeded to oil. I had a very strenuous forenoon watch with the work curtailed by the above happening. During the afternoon the ship was opened to visitors.

18 September

Saturday. Anchored off Trinidad. Routine as usual. During the afternoon I went ashore, visited the Union Club and walked around Port of Spain a little. During the evening a reception was held on board, which HRH attended.

22 September

Wednesday. Today a 15" sub-calibre throw-off shoot was carried out, one now being got through. The target for this shoot was the motor-boat at varying ranges between 5000x and 6000x. During the afternoon ship was open to visitors. I went ashore and played billiards at the Union Club.

23 September

Thursday. About 9.00am HMS *Calcutta* entered harbour with HRH on board from Demerara. A Royal Salute was fired and a little later HRH came on board. He left almost immediately for Government House. Another 15" sub-calibre shoot was carried out during the forenoon – 2 runs being gone through. In the evening a dance was held at Govt. House to which we were invited.

24 September

Friday. Weighed at 3am and proceeded to Grenada with *Calliope* in company. We came to with the port anchor at 9am, 8 shackles. We dressed ship overall and HRH landed. Ship was manned and Royal Salute was fired. In the afternoon a garden party was given at Govt. House, which I attended – a dry affair. In the evening a reception was held on board and a pleasant evening was spent.

25 September

Saturday. Anchor was weighed at 6am and we proceeded on a course for St Lucia, accompanied by the *Calcutta*. During the forenoon, we altered course to starboard and the *Calcutta* continued on independently. This occurred near the island of St Vincent and soon we steamed up towards Kingstown its capital, altered course again to bring us out of the harbour, blowing the siren as a greeting and

farewell. We altered course again for St Lucia. We arrived off the town and came to with 8 shackles on the port anchor at about 1pm.

26 September Dominica

Sunday. Weighed about 5.15am and headed for Dominica. At 6am all midshipmen were on the OD to see the famous Diamond Rock as we passed it. ... About 11.20 HE the Governor of Dominica made his call. Leave was granted to midshipmen, but I was on watch so could not explore Roseau, the capital. At sunset we undressed ship and about 6.15 we weighed and proceeded at 9 knots, course 270° for Monserrat.

27 September Monserrat

Monday. About 8.30 we came to off Plymouth, Monserrat with 8 shackles on the starboard bow. At 10.45 HRH landed, ship was manned and Royal Salute of 21 guns fired. During the prenoon, the oiler *Cherryleaf* came alongside and oiling ship once more commenced. I landed in the afternoon with other midshipmen and inspected Plymouth. ...a good deal of cotton is grown. Many limes are grown as the famous Monserrat lime-juice comes from here but I believe the larger quantity is bought in Dominica and bottled under the Monserrat Company's name. Another feature of the place is a small volcano, which is really a group of fissures in the earth's crust. ... a long hot walk to reach it.

28 September Antigua

Tuesday. We weighed at 3.30am and set course for Antigua. After a sea of about 5 hours we came to Antigua in 9 fathoms. We dressed ship as we anchored. The Governor came on board soon after. HRH landed at 11.45, ship manned and salute fired as usual. At 11am 15" control drill was carried out. During the afternoon several of the ships company landed for a sports meeting. About 5.30 HRH returned on board and we weighed about ¼ hour later. Speed 19 knots. Antigua, contrary to other West Indian Islands, is a low-lying country with a pretty cultivated appearance from off-shore.

29 September

Wednesday. At sea. About 6am *Calcutta* took station at 10,000x abaft our port beam. At 9.10 we went to GQ and a 15" throw-off shoot with *Calcutta* as target was commenced. *Calcutta* fired 4" into the water on either beam to work a 'short', 'over', or 'straddle' as the case was. 3 rounds ¾ charge, per gun was the amount allowed, but B

Turret only got off 1 round by percussion and then was strung-up by mis-fires in each gun. Electric gun-circuits had broken down. We secured about 10.30 and at 11am *Calcutta* took station astern.

1 October Bermuda

Friday. We arrived off Bermuda about 7am and dropped anchor in "5 fathom-hole". About 9.30am HRH transferred to *Calcutta*, usual salutes being fired. In her, HRH proceeded down the coast and lay off Hamilton, the capital.

3 October

Sunday. Routine as usual. During the afternoon one tug came alongside bringing back the officers who had 48 hours leave as well as several more ratings for passage to England. At 6pm anchor was weighed and we set course 68°, speed 19 knots, on our way to Portsmouth.

9 October

Saturday. As on previous day, clocks were advanced 60 mins at 2am. About 9.05 pm Bishop's Rock Light was sighted. The light is situated in the south of the Scilly Is. A little later we reduced to 10½ knots and commenced fog signals, owing to thick mist which had come up.

10 October Spithead, ent. to Portsmouth Harbour
About 1 o'clock the Lizard was sighted. At 8.10am two destroyers joined us and took station astern, About 9.45 six more destroyers found us and took station, three on either bow about 1 mile distant. About 4pm destroyers formed in single line ahead and set courses as requisite for Spithead. At 6pm we came to with starboard anchor in 16 faths. off Spithead. A little later a drifter arrived alongside with 65 mailbags. Early in the evening HRH Duke of York and Prince Henry came on board to dine with HRH Prince of Wales. A little later Capt of destroyers came aboard for the same purpose. After dinner Their Royal Highnesses Prince of Wales, Duke of York and Prince Henry visited the gunroom accompanied by Sir Godfrey Thomas and Flight Commander Grigg.

11 October

Monday. At 7.45 anchor was aweigh and course and speed were set as requisite for entering harbour. About 8.10 Lumps Fort fired a 21 gun salute as we passed. By 8.45 we were secured alongside South Railway Jetty. At 9.00 ship was dressed overall and all vessels in port did likewise. At 9.25 Commander-in-Chief came on board. At 9.55 we manned ship and HRH shook hands with and said goodbye to the officers then made a speech. At

11.20 HRH landed and inspected guards of honour on the pier, Hands layed aft. At 10.30 Royal Train proceeded, three cheers were given, *Victory* fired 21 gun salute and HRH's standard was struck. 28 ratings discharged to hospital. 4.00pm HMS *Carysforte* light cruiser with nucleus crew on board came alongside and secured.

12 October

Tuesday. At 9am lower deck was cleared and Commander presented silver model of ship to the band. He then sketched the proposed programme of work until ship could go out of commission. Hands were then told off for deammunitioning. At 1 o'clock the oiler *Cerbol* secured alongside outside *Carysforte* and ship was de-oiled.

13 October

Wednesday. 4.15pm B Turret completed discharge of cordite. At 5.10 pm 4 6 and 7 Turrets resp. did likewise.

18 October

Monday. Midshipmen made a round of the dockyard inspecting all types of ships and noting peculiarities of different classes of similar ships etc. I was very interested in P boats MLS and MBS not having seen any of these before.

19 October

At 9.30 we were taken in tow by four tugs and shifted berth to No 3 Basin stopping during the lunch hour in the lock. We were secured alongside the wall in No 3 Basin at 3.15pm.

21 October

Thursday. During the forenoon I went over the German battleship *Baden* lying in the basin opposite us, It was most interesting to note the absolute lack of unnecessary copper brass and rubber. All the guns have been cut circumferentially to the depth

of about an inch, along the barrel – obviously done to render the guns useless.

25 October

Monday. Left HMS *Renown* and proceeded by 9.20am train for Weymouth, Arrived in Weymouth at 2.00pm and we were met by sub-Lieutenant Arbuthnot of HMS *Thunderer* which ship we were to join. We proceeded by drifter round to Portland where HMS *Thunderer* was lying.

[END HMS *Renown*. Alan Casey continued his handwritten journal on HMS *Thunderer*.] □

ALAN DERMOT CASEY, born in Hobart in May 1902, was the son of Captain WF Casey who owned river steamers before becoming Managing Director of Huon & Channel Peninsular Steamship Company. The Casey family lived in 'Hillcrest' opposite 'Lenna'.

Alan entered RANM College in 1916, gained honours in Rugby and at Passing Out in January 1921 was made a Midshipman. In November 1922 he became a sub-Lieutenant, in April 1924 a Lieutenant and Lieutenant Commander in 1932. His specialisation was signals.

He served on HMAS *Australia* and HMAS *Melbourne*, before going to the UK on HMS *Renown* in 1920. His journal also records his time on HMS *Thunderer*, HMS *Conqueror*, HMS *Westminister* and HMS *Repulse*.

He was serving on HMAS *Canberra* as Squadron Communications Officer at the time of his early retirement in November 1933. He died in March 1934.



Alan Casey's tin box/contents: 1 dress hat, 2 epaulettes with single anchor, and a sword belt MMT Collection A_1998-038 Photos: Barry Champion



Rachel Irene

Fishing journal

1926–1929

by EE (Dick) Andrews



Storm Bay*



A pleasure cruise on Rachel Irene

MMT Collection

AFTER LEAVING SCHOOL AND WORKING FOR a shipping company, Ernest (Dick) Andrews went fishing commercially, sometimes with his father and sometimes with others, along the east coast of Tasmania, particularly at and near St Helens, as well as in the Derwent closer to his home at Woodbridge. His vessel, *Rachel Irene*, was a 42ft cutter built ca 1926 by Percy Coverdale in Hobart, and fitted with an engine.

His journal carefully records the fishing spots, the tides, the all-important weather and the species of fish caught, including salmon, trumpeter, flounder, bream and crayfish, with entries for most days (though not every day is represented in this article). There are market prices, annual summaries and occasional references to chartered fishing parties, picnics, regattas and time on the slip.

Dick Andrews' fishing journal for *Rachel Irene* has 74 handwritten pages with additional pages for market notes. Like most fishermen he had good days and bad days. His notes are essentially for his own reference but these few extracts offer an insight into his work, and show his dedication to that work in almost all weathers.

* *Storm Bay* under sail. MMT Collection

We found no photos of *Rachel Irene* in Tasmania. It might have been similar to another, larger, Percy Coverdale cutter *Storm Bay* (inset above). Dick occasionally took parties out for pleasure cruises but the photo above was taken in Portland, Victoria, after the vessel was sold.

7 July 1926 Left Woodbridge
Wind light N. Brought up Dunalley.
8 July
Left Dunalley. Run to Schoutens [Schouten Islands].
Wind light S.
9 July
Went up to Sleepy Bay. Wind came down NE.
1½ doz net fish. Big NE sea. Had a rotten night.
10 July
Ran back to Schoutens. Big NE sea outside. Lay
under little reef. Bellson is with us (and his gun).
11 July
Went to Bryants [Bryans] Corner. Worked Reef.
12 July
Wind anyhow. Worked lower end of island. 1½ seas.
Layed under little reef at Schoutens. SE and rainy.
14 July
Laying in same place. Moored fore and aft. Went
out hooking in passage. 2 doz. perch. Big SE sea
outside.
15 July
Went hooking in passage. Wind west. 5 doz. P. & C.
[Perch and Cod]
16 July
Hooking in passage. Hard SW couldn't hang on.
Worked Trumpeter Bay. 1 doz. crays.
17 July
Got bread off people on Island. Went to Bluestone
[Bluestone Bay]. Worked all day. 9 crayfish and 1½
doz. fish. Left for St Helens about 6 o'clock.

7 August [At St Helens]
Didn't go out. Sea going down.
Went over to Boat Harbour. [photo facing page]
Went aboard *Myrtle Burgess* at St Helens Point.
8 August
Worked under St Helens Pt all day. Big SE sea
breaking across at low water. 5 doz. fish.



Fishing vessels, St Helens ca 1920s above: Boat Harbour;

right: Georges Rocks



Photos: St Helens History Room

9 August
Too much sea to get out. Wind light SE & thick.
11 August
Wind NW Lay at Pelican Pt.
12 August
Came out 8.30. Hooking off St Helens Pt. 15 doz.
perch and 6 trumpeter. Left off at 3.30 for home.
Double-reefed off Cape Lodi at midnight.
13 August
Beat to [Denison] canal. Got into Chinamans at dark.
14 August
Cleared canal at 10am. In Hobart at 4pm.
Wind light SW. £64. Bellson has gone (and his gun).

4 October [St Helens]
Got Eric's boat in. Went out. Had 4 shots at
St Helens Pt. 9 fish. Went hooking off Pt Dial.
No good. Couldn't hang on right place.
Wind light NE. The *Legara* was there crayfishing.
Worked Horseshoe. 5 doz.
5 October
Sent away. Set Old Sam's & Hodgeman's. 4 doz.
16 November
Light west. Went out to St Helens Pt. Too much tide.
A few fish on bottom but could not get nets down.
Went out to Merrick Rock.
Too much tide also. Shifted to Elephant Rocks.
No fish. Picked up Eric's pots.

10 January 1927
Came home and worked Birches and Snaky.
[Birchs Bay and Snake Island]
2 doz. flounders and 2 doz. mixed. Wind came up
hard at daybreak.
14 January
Beat to town.
Wind hard down & very hot.
16 January
Took a pleasure party to Barnes Bay. Blew very hard.

17 January
West. Got gear ready. Didn't work.
18 January
Worked below 'Man O War Jacks'. 8 doz crayfish.
19 January
Worked (had 2 shots) at 'Slip'. 5 doz. crays.
22 January
Ran over and lay at Partridge [Island] to catch bait.
Saw a lot of salmon but didn't shore.
23 January
Wind W. Stretched across to Burnetts Point. Had
one shot. Pots too light. Shifted up shore. Had as
much wind as we wanted with double-reefed sail.
Had one shot and ran over to Partridge. 1½ doz.
crays. Shot at salmon on Island side, got 23 doz.
They were very thick but showed in a very bad
place.
24 January
Sent away from Gordon. Wind came in S. Had one
shot with 9 pots for 5 fish. Went to Dover.
25 January
Wind S. Too hard to work outside. Lay off beach at
Partridge. Got 8 bastards [bastard trumpeter] at Pt.
Worked beach at night. Salmon very thick.
Got 78 doz. We let a lot go. Like mugs.
26 January
Raining hard. Boxed up and sent away.
10 boxes salmon. 22 doz. crays. £50.0.0
26 January 1927
Went to the regatta and stayed in town 8 days.

11 March 1927 Went to Hobart.
12 March
Put boat on slip. Pa went to Sydney.
Didn't get off the slip until 20 March.
22 March
Came home. Wind SW.
28 March
Got net fixed up. Didn't fish.

>>>

Rachel Irene (cont.)

29 March
Beat to Partridge. Wind SE. Drew more S at night.
Glass 30.80. Got 80 doz. gards and 5 doz. salmon.
Wind came NE. Went to Mickeys Bay. No fish there.
30 March
Lay in Mickeys. Wind NE. Glass fell 3 points last
night. Left Mickeys for Esperance. Worked Narrows.
100 doz. salmon & 1½ doz. flounders.
31 March
Sent away from Esperance and had to come to
Woodbridge to get boxes. Wind NE.

6 April
Still blowing hard west today. Glass went up a
bit last night. Rained hard. Shot salmon shot at
Narrows. 112 doz. salmon and 2 doz. flounders.

30 June 1927
This is the end of another season for flounder.

7 July
Glass 29.50. Wind down this morning. Bellson is
coming for another trip with us.
13 July
Left Woodbridge under engine. Brought up in
Chinamans Bay.
14 July
Left Chinamans. Wind came light N at N Maria Is.
Used engine nearly all day. Brought up in Bryans
Corner at 6pm. Shot 4 pots and net for bait.
15 July Went out to Hen & Chickens hooking. Got
14 real trumpeter and about 9 doz. cod and perch.
Perch didn't bite till towards dark.
23 July
Went out to the cod bank in Coles Bay. A lot of
kelp but no cod. Left there with S and SE wind and
beat down. Got into a bit of sea as we got out of
Coles Bay. Anchored under Long Pt (N side) at
Maria Is. Wind SE and very rainy. Glass fell today.
24 July
Left Maria Is 9am. Got through the canal at dusk.
Anchored in Possum Bay.
25 July
Went in and got our fish out. W and SW with snow.

19 December 1927
Went to town and went on slip.
21 December
Took Mr Shadforth away to Simpsons for 3 days.

1 January 1928
Raining and blowing hard W & SW.
2 January
Took a party to Simpsons Bay. Had a fine day.
3 January
Went down to Simpsons. Wind S. Worked the old

place. 7 doz. flounders and some mixed.
4th January
Worked in sink past Hummocks. 9 doz. flounders

11 June
Worked about home, had a few gards [garfish] in
the net and got foul and lost them.
12 June
Worked Kinghorn and Oyster Cove. 1 small box.
14 June
Worked Joe's Bay. 30 doz. gards and 2 doz.
flounders. Had a look at Snaky. Nothing there.
16 June
Went down and worked Sunny Corner and Barretts.
Nothing much. Only 2½ doz. all night.
17 June
Engine gone wrong again.
The flounder season is over and they were very
scarce the last 2 months. We caught about 1000
doz. more fish this season than last. Less flounders
but more salmon and gards.

8 August
Beat up to Hobart. Couldn't get all our fish out
today. King [at Hobart Fish Market] took 10 doz.
13 August
Sent up rest of fish. Prices are low. Too many boats.

11 September
Left Dunalley for home today. Wind hard NW.
Double reefed mainsail. About 60 doz. cod this trip.
26 September
Been blowing gales all the time. Went away today.
No wind. Found the clutch of the engine broken.
30 September
Just got the engine fixed up.

12 December
Got some salmon in Barnes and took them to
town. Couldn't sell them too well. Put boat on slip.
22 December
Took Mr Shadforth's party away for 3 days.
Weather fine. This has not been a good year.
Bad sales and bad weather.
Fish pretty thick all through.

1 January 1929
Went on a trip to Shipwrights Pt. regatta.
Wind came hard up on the way home.

3 February
Ran to Hobart. Wind SE.
Anchored in Sandy Bay till Monday morning.
6 February
Came away today. Worked Barnes. Salmon have
nearly all gone from there. Got 20 doz.



Ernest Andrews, father of Ernest (Dick) Andrews, with daughter Irene and wife Rachel, after whom the fishing boat was named



Eric (Tiny) Andrews and Ernest (Dick) Andrews in army uniforms
Photos: Andrews family file, St Helens History Room

27 April
Fixed up the trawl today in Fancy Bay. It wasn't
working very well. Boards too big.
Worked Fords Bay at night. 2 good boxes.
29 April
Came home and sent away today. Cut the trawl
boards down and made them a bit heavier.

1 May
We couldn't tow the trawl fast enough to catch fish
after putting another weight on the boards to keep
it on the bottom. No doubt there are plenty of fish
to be caught with the power to work a bigger trawl
pretty fast.

Sold *Rachel Irene* in June 1929.
Goodbye old boat — best we ever had. □

EE (Dick) Andrews' fishing journal. *Rachel Irene* No 173.
MMT Collection D_2014-054

With thanks to Margaret Andrews, Dick's daughter, who
supplied most of the background information. Thanks
also to St Helens History Room for photographs and to
Rex Cox, Graeme Broxam and others who added to the
historical details.



Rachel Irene on slip rails at Port Fairy, Vic.
Photo: MMT Collection

Rachel Irene was sold to Portland, Victoria, in
1929 and later to South Australia and renamed
Karen Ann. Dick replaced it with a motor-
boat but had to make alterations to it and lost
several weeks work. It was, he wrote, all that was
available at the time. *Karen Ann*, was wrecked off
the coast of Robe, SA in a storm in 1980.

Ernest (Dick) Andrews (1901–1986) married
in 1931 in Woodbridge and had two children,
Margaret and Peter. He enlisted in the army in
1939 and was promoted through the ranks to
Captain. He worked as an instructor during the
early days of WW2, and later joined the Royal
Australian Engineers Water Transport Division
on the 300-ton *Rahra* which was completed in
July 1944 at the Wooden Shipbuilding Yard at
Prince of Wales Bay, Hobart. *Rahra* was involved
in operations in the seas around New Guinea,
New Britain and nearby islands. He was awarded
his war-service certificate at a presentation at
Woodbridge in 1946.

In 1950 he was appointed Inspector of Fisheries
in Tasmania on *Fiona*, a 45ft trawler. He reported
in 1956 that most fishermen were complying
with the rules and that there had been 44
convictions and 4 dismissals for fishing offences
in the previous year. Of those convicted 17 had
been commercial fishermen and 27 amateurs.
(1956 File 18/17/D, Archives Office of Tas.)

Dick and his family moved back to St Helens
where he spent his final years.

Antarctic diaries at the Maritime Museum



A model of HMAS *Wyatt Earp* with a seaplane on deck, mounted on a glass base
MMT Collection

The Museum is fortunate to have original Antarctic diaries and photographs in the collections, classic Antarctic reference books in the library, and more books in the Museum shop

HMAS *Wyatt Earp* (formerly known as FV *Fanefjord*, MV *Wyatt Earp*, and HMAS *Wongala*) was a motor vessel commissioned into the Royal Australian Navy from 1939 to 1945 and again from 1947 to 1948, when it was used as expedition ship for the first Australian National Antarctic Research Expedition (ANARE) of 1947–48.

The Maritime Museum has Leading Seaman Robert Guilbert's diary of the 1947–1948 Antarctic voyages, describing the challenges the ship and the men faced. It is available to be read on eHive.com as a pdf.

See also an outline of the 1947–1948 voyages in: Quilty, P. 'HMAS *Wyatt Earp* and the Tasmanian connection.' *Maritime Times Tasmania*, MTT 43 Winter 2013 pp. 10–11

MV *Polar Queen* – ANTARCTIC VOYAGE No V (1990)
Hobart > Heard Island > Mawson > Davis > Casey > Hobart



Dion Dillon signed on as First Mate on MV *Polar Queen* (built 1983) in January 1990 in Hobart. *Aurora Australis* had recently been launched, but the Norwegian ship *Polar Queen* had been contracted to supply the Australian Antarctic bases that season and to take Australian personnel to and from the bases. The ship had a Norwegian master (who, as Ice Pilot, later trained Australians in the polar conditions) and a Norwegian crew. Dillon was the only Australian crew member on this voyage.

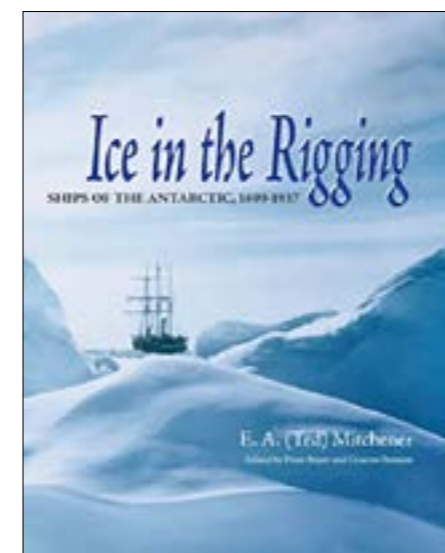
His notebook, recently donated to the Maritime Museum, records the daily events on that voyage. More details are at: <https://www.antarctica.gov.au/about-antarctica/history/transportation/shipping/polar-queen-1989-90/>

RS48298 MV *Polar Queen* in sea ice 1989 © Sandra Potter/Australian Antarctic Division
Notebook kept by Dion Dillon on MV *Polar Queen* (1989–1990 season) MMT Collection



NT *Nielsen Alonso* with accompanying Pol Boats in Hobart Photo: John Craike
MMT Collection Inset: Jack Fox

THE DIARY OF JACK FOX, Part 1, was featured in *Maritime Times Tasmania* (MTT 45 Summer 2013) and Part 2 in MTT 46 Autumn 2014. He and other Tasmanian youths made voyages to the Ross Sea in Antarctica with the Norwegian whaler NT *Nielsen Alonso* 1927–1929. A pdf of Jack's account can also be viewed on ehive.com See also *Tassie's Whale Boys* by Michael Stoddart.

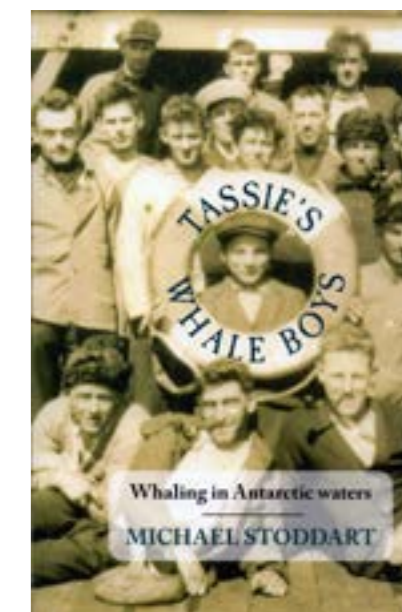


ICE IN THE RIGGING
Ships of the Antarctic
1699–1937
by EA (Ted) Mitchener

—a classic reference

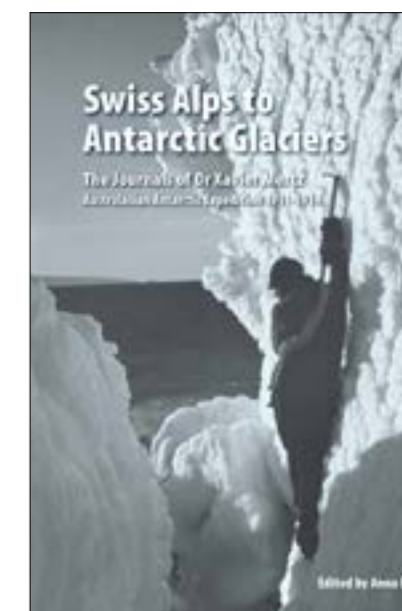
SWISS ALPS TO ANTARCTIC GLACIERS
The Journals of Dr Xavier Mertz:
Australasian Antarctic Expedition 1911–1913

Xavier Mertz was a Swiss mountaineer, a ski expert, a keen photographer and a business lawyer, who joined Douglas Mawson's Antarctic expedition in 1911. He wrote of the voyage from London to Hobart via Cape Town with the sledge dogs, his stay in Tasmania at the quarantine station in Tarooma, working on the docks, excursions inland, then the voyage on SS *Toroa* to Macquarie Island where he rejoined SY *Aurora* for the last leg of his voyage to Commonwealth Bay, Antarctica. He described life with the scientists at the windswept base (in the original Mawson's Huts), his sledging expeditions, and the importance of festivities as the men battled through the long dark Antarctic winter.



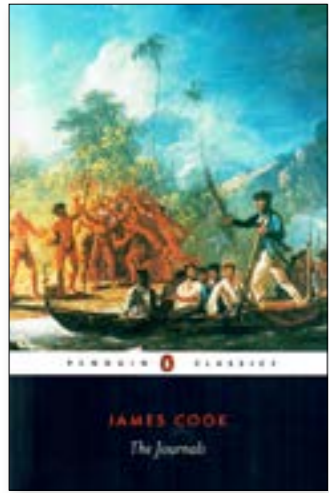
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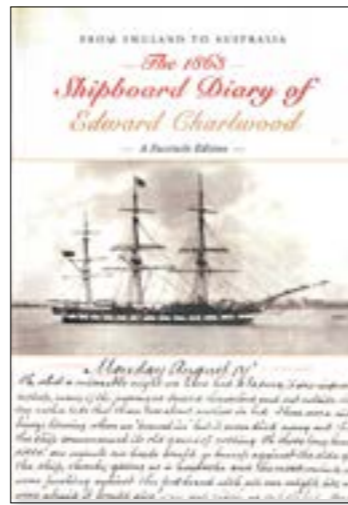
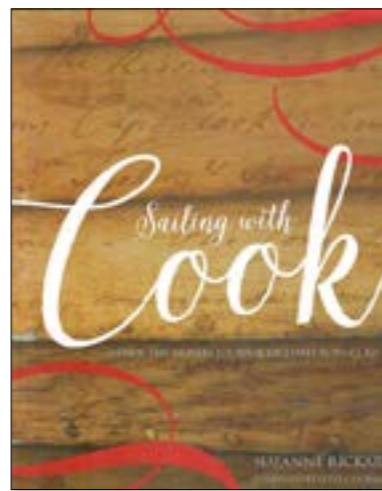


JAMES COOK
The Journals

SAILING WITH COOK
Inside the Private Journals
of James Burney RN

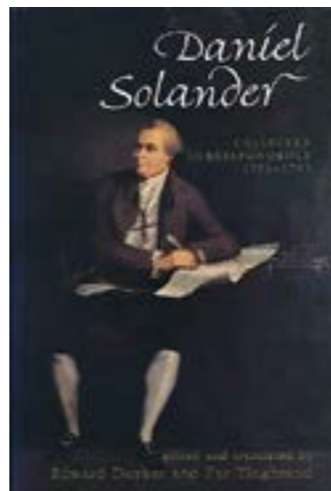


MATTHEW FLINDERS
Terra Australis

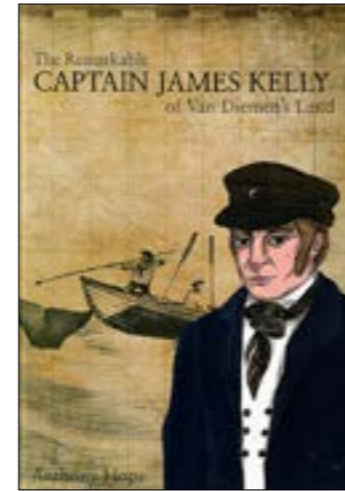


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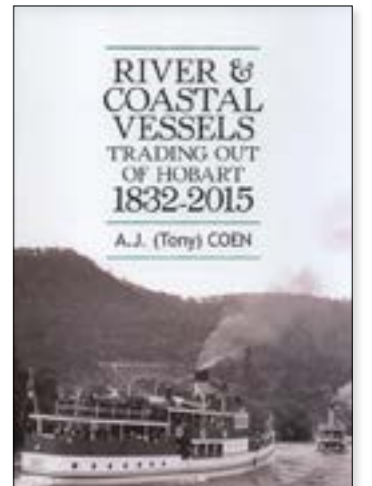
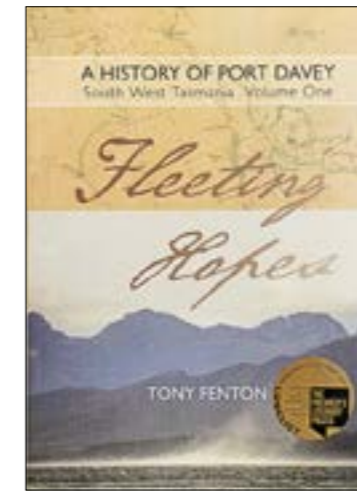


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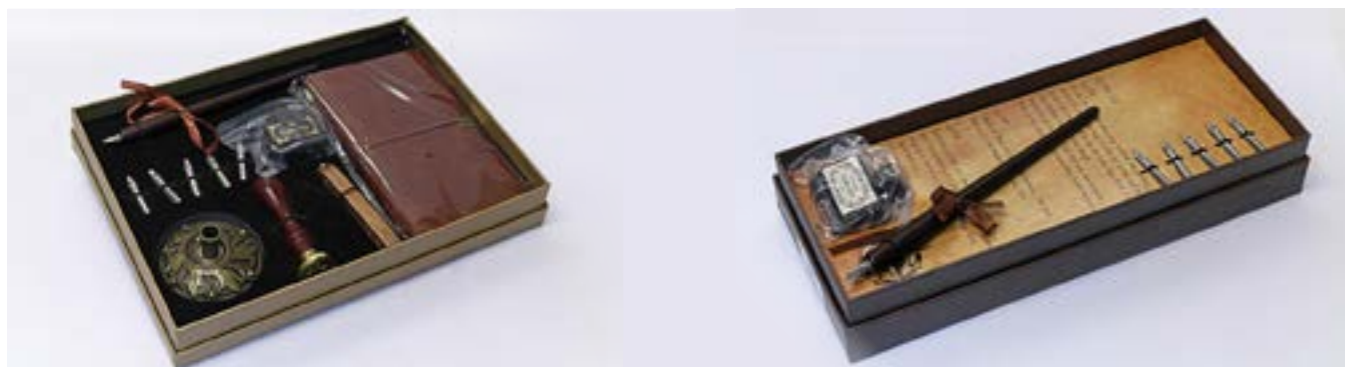
below left: AUTHOR'S BOX
nibbed pen with stand, nibs,
ink and notebook

below right: WOODEN PEN SET
Photos: Barry Champion



left: THE DIGGER
Ballpoint Bullet Pen

right: OCEANIA GLASS
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Clara's Logs

from records kept by the
captain's wife on fully-
rigged sailing vessels
1903–1908



Clara Ambrose (1871–1938) was not from a sea-faring family but accompanied her husband, Captain James Learmont, first on coastal trips and then on ocean voyages with one or two of their children, while others remained at home on the Isle of Whithorn.

She sailed on the fully-rigged sailing ships
Brenhilda
Brenda
and the 4-Masted Barque
Bengairn

She kept her own log books of the voyages which were written at a time when she was trying to understand a world which was dominated by men and their ships.

Clara's logs were edited and compiled by her grandson, Mike Webb, Master Mariner and past president of the Maritime Museum Tasmania. A copy of *Clara's Logs* is in the Museum's library.

Extracts here are from her time on *Brenda* with a brief summary of the voyage on *Bengairn*.

1903 - *Brenhilda* (1874/1393grt) made trips to Peru and to Antwerp, Belgium. In May 1904, *Brenhilda* was sold to Norwegian owners. The photo above was taken just prior to transferring to *Brenda* (1891/2122grt) built by Barclay and Curle & Co. Glasgow, and registered in Greenock. Owner J & J Rae and Co.

Voyage on *Brenda* from Dunkerque to Iquique, Chile.

May 1904

Said goodbye to the old *Brenhilda* and arrived on *Brenda* the same day. Left Dunkerque for Port Talbot. Alan was taken back to [Whithorn] Isle. Four-year-old Hugh was to go on this next voyage.

14 June

Left 6 am in tow of the tug *T.A. Joliffe*, bound for Iquique. 3 pm passed Lundy and cast off the tug, set sail and proceeded on our voyage. Strong southerly winds and heavy squalls, most of us seasick. Jim nearly washed off the poop. Sailor washed off the focs'le, head and shoulder hurt.

3 July

Light winds, northerly. Reading. Morning and afternoon on poop with awning up. Saw flying fish. A three masted schooner passed the bow of the ship. Saw also a whale and Portuguese Man-of-War or Nautilus. Jim played the accordion in the evening, singing. 90 miles.

5 July

Light winds, Doldrums. 60 miles

11 July

Fine breeze from the SE, 252 miles, 504 miles in two days. Father Neptune was aboard. From the poop watched the new recruits lathered with tar and grease, shaved with a wooden razor and given a good dip and shower bath ... The Captain is at last forced to admit that the *Brenda* is a smarter vessel than *Brenhilda* in a breeze, also he admits I am not a Jonah – hurrah!



left: *Brenda*, from a painting by John Grier, who was an apprentice with Captain Learmont, and later a marine artist

facing page: On the main deck of *Brenhilda* left to right (centre row) Captain James Learmont, Clara, and the Mate Mr Lanchberry rear row: three apprentices front: Clara's two sons, Hugh and Alan

23 July

Fresh breeze, equally during the night, lightning, wind NE to West, 205 miles. Saw an albatross flying around when Hugh and I were feeding the Cape Pigeons.

24 July

Wind increased to a gale. Several sails blown away. Westerly winds. Took all sails in except three.

26 July

Blowing a hard gale. High seas. Shipping large quantities of water. Fore topsail carried away. Opposite the River Plate. Wind SWS. [Hugh Learmont wrote many years after that this was the only time that his mother was terrified.]

28 July

Blowing a hard gale, terrific squalls, and washing over ship white with foam. WNW wind. Main deck is very dangerous.

3 August

Wind hauling to the southward increasing to a gale. 120 miles run noon to noon position just north of the Falkland Islands. Murphy and Dumpty fell from aloft and were killed. Murphy died instantaneously. Dumpty lived about two hours. Poor fellows only 19 years old, it was a sad end, Murphy is thought to have clutched Dumpty as he fell, both being clasped together when found.

6 August

Wind WSW, about 90 miles. Wind fell lighter. The poor young men were buried today at noon. They were badly smashed up having fallen from the fore upper topsail yard. Murphy (epileptic) was told not to go but had gone aloft.

11 August

Nice breeze from the north in the morning. (Clara had made oilskins and had knitted garments as protection against the cold.) Crew cutting up old sails. Set the royals after they have been fast for 17 days. Saw some porpoises playing around before breakfast. 75 miles. >>>

James Learmont (1875–1955)

As *Brenda* slowly worked its way down the coast and approached Cape Horn, it made only a few miles per day due to lack of wind and at times tacking against winds from where they wanted to go. Constant adjustment to the sails to make the most of speed and direction would have been wearing for all. It would have been a frustrating time especially for the master who wanted to make a good passage for the owners.

The master of a ship in those days would have had to provide his own navigational instruments. He relied on taking sights of the sun, moon, planets and stars when out of sight of land to fix his position. On many sailing ships the master kept the position of the ship a secret—and he could because he had the charts.

James Learmont was a different type of master. He taught his apprentices how to navigate and passed on his skills. Nearly all his apprentices became Master Mariners. After twenty years under sail, he joined the pilotage service in 1910.

13 August

Light winds, foggy at times, SW, 88 miles. Walking on deck and the poop. Pumping water out of the hold and moving coal from port to starboard side. *(The cargo had shifted in the storms.)*

21 August

Fine breeze increasing to a gale. Rounded Cape Horn at night. 250 miles. *(They are now proceeding up the western coast of South America.)*

13 September

Light southerly winds. Passed Pabellón de Pica, an old guano deposit. Sighted Iquique lighthouse about 6 pm. At 8.30 pm turned the ship around headed her to the south to wait for daylight. 91 days from Port Talbot. Lost our dear doggie, we think he must have fallen over the side between 6 and 8 o'clock last night. He was a loving little Tweed and such a play fellow for Hughie and much missed by all. Arrived at Iquique.

(The coal was discharged here and nitrate was loaded. Both cargoes are liable to spontaneous combustion with the possibility of the cargo catching fire.)

30 November

Sailed from Iquique for Hamburg direct at noon. Capt. Nickel piloted us out at night.

30 December

Light head winds, SE, 25 miles. Jim says it is strange weather for going round the Horn. Decks dry and men employed painting and at the rigging etc.

13- 17 February

Doldrums, 22 miles. Doldrums, ship drifting about with the current, teaming with rain at times, thunder and lightning, very sultry. Doldrums. Caught a shark, a small one. Doldrums, which are being tiresome. She has only done 90 miles these last three or four days. A steamer passes us today, homeward bound, but too far off to signal.

7 March

Light breeze then fresh south west, 140 miles. Sighted Island of Flores at noon. Passed between Flores and Cervo in the Azores at 8 pm. Saw some waterfalls and houses; we saw a few lights when passing. Flores is 3000 ft high and Cervo 2000 ft. Ship rolling.

13 March

Wind moderating and jumping to the southward, overcast, heavy rain. Sighted the Bishops Light *(halfway between Lands End and the Scilly Isles)* on the port bow at 7pm. Steamer passed the stern so

near we could smell oranges aboard her. 9.24 pm the Bishop's abeam. 185 miles.

18 March

1230 am passed Galliot light vessel, 2 am Elbe 2 light vessel. 3 am passed Elbe 3 light vessel. Light south easterly wind, fine and clear. 8.30 am arrived at Cuxhaven, quarantine grounds, passed by a doctor and proceeded to Hamburg. 10 o'clock changed pilots. 2 pm dropped anchor at Gluckshafen. 8.30 hove up anchor. Tug boat came alongside and proceeded to Hamburg. Had to wait for tide to turn.

19 March

Light easterly wind. 2.30 am arrived and proceeded to moor ship to quay. 4 pm took anchors aboard, cleared decks and finished with crew. The homeward bound rig is finished. 109 days from Iquique.

(Clara rarely mentioned her own health issues. It was later disclosed that she had given birth to a daughter who died before reaching port.)

Bengairn

More voyages and more adventures followed. One of the most dangerous episodes was on *Bengairn*.

2 November 1907

Left Newcastle (NSW) for Antofagasta, Chile at 1800. Towed out to sea. Wind light, weather cloudy.

4 November

Thick weather. Jim had slept in the charthouse during the night. About eight o'clock I was awakened with the ship going over and the water teaming in fast.

(The ship was on its beam ends. They cut the topmasts away, pumped water out and limped back to Sydney. Clara wrote that the folk watching said they had never seen such a wreck coming into Sydney Harbour before. But Bengairn was restored, and they set sail again.)

25 March 1908

Left Sydney for Antofagasta.

9 May

Arrived Antofagasta after a good passage. *(From here they sailed around Cape Horn, through icebergs, and on to Hamburg.)*

18 November

Finished making fast at 0120 (Hamburg). □

George Bass

A short trip on a coastal steamer

by Ruth Cotton, passenger

1940s



George Bass at Franklin Wharf
Photo: John Craike MMT Collection P_CR_56848

Hobart - Dunalley - Triabunna - Maria Island - Swansea - Coles Bay - and back via Bruny Island to Hobart transporting sheep, timber, fertiliser, granite, pears — and a pumpkin

GEORGE BASS

Built at Cairns (186 grt/1942) *George Bass* was originally named *Melbidir III* and intended for use in the North Queensland timber trade, but was then engaged in Small Ships wartime operations in the Pacific and renamed USAT *General MacArthur*.

In 1946, it was owned by the Tasmanian Transport Commission and as *George Bass* was, for a short time, part of the coastal trade. There were covered walkways and railings on the upper deck. Onboard derricks served both fore and aft cargo holds. Accommodation was available for four passengers and the crew was housed on the poop deck. Its primary purpose was to transport granite from Coles Bay to Hobart and to service the settlements along the east coast of Tasmania. In 1948, it was again in Queensland and again with its original name, trading around Thursday Island.¹

THE FOLLOWING ACCOUNT of the voyage on the coastal trader *George Bass* is taken from a transcript of the undated journal kept by Ruth Cotton, with minor editing. Her observations give us an appreciation of the can-do attitudes and sometimes surprising insights into the way things were. It is likely that the voyage described here was made sometime between 1946 and 1948. From the MMT Collection

WE LEFT HOBART ON TUESDAY and returned the next Friday. Margaret and I were determined not to be late, so arrived at the wharf about 8.15 though the boat was not due to leave till nine. We found no one in connection with our ship so left our bags and went up town. When we got back to the wharf we found our bags had been put on the ship. We thought that was 'service' indeed. Then we found Mr Kingswell, who attends to booking and such matters connected to the ship, and proceeded to pay our fares — £3 each. Then we were told that they had been unable to get the ship's laundry done, as the girls at the laundry had 'walked out' so there were no sheets for our bunks! A taxi was seen at the end of the wharf so Margaret went off home in it to get sheets for us. We had taken towels etc. When Margaret came back we were taken on board (no gangplank, one just stepped on as best one could) and were shown our cabins, also introduced to the cook, and 'chief'. We proceeded to make our beds. Blankets all looked quite clean and all we found was a knife under Margaret's mattress!

On Dora's bunk sat a huge pumpkin, really quite outside, a real Cinderella one! It was addressed to Coles Bay. After that we watched the ship being loaded and left at 11 o'clock, instead of at 9! Going down the River we sat on a little top deck, where we could look all round us. It was really lovely, the wide River Derwent opening out into a huge bay, Mt Wellington and foothills behind Hobart, and hills and mountains on the other side, nothing but hills one behind the other. We thought how really lovely it must have looked to the first explorers. We passed close to South Arm on our left and could see the houses along the shore, mostly week-end places. To the right we could see Kingston (quite an old settlement) and next Blackmans Bay (also a week-end place). Next, still on our right, we saw Bruny Island separated from the mainland by D'Entrecasteaux Channel (named by the Frenchman

who 'found' it). By this time we began to feel the open sea and the little ship began to rise and fall. It was a very lovely feeling to me as I love the sea so much so I just sat and enjoyed it all. The wind was cool – but the sun was warm as I sat, thinking how lovely to be at sea again though the boat was only a small coastal steamer.

The Derwent Light is a small rock at the end of South Arm (The Derwent hasn't any 'heads' as most harbours have, as you will see by the map), the light is now automatic, but years ago people lived there till the sea began to wash it away. We went round the light and between Betsy Island and South Arm beach, the long connecting link with the mainland. As we sailed across Frederick Henry Bay we picked out places we knew, Seven Mile Beach, Lewisham – and away by road – the hills of my home. We could even see a well known hill called the 'Sugar Loaf' at Campania, which is on the main railway line between Hobart and Launceston – all to our left. To our right we had Tasman Peninsula. As we sailed into Norfolk Bay a strong wind came up so we had to leave our nice perch and sit in deck chairs on the stern hatch – it was beautifully warm in the sun. Norfolk Bay runs into Frederick Henry Bay which faces the open sea. Before the war naval ships used to hold gunnery practice in Norfolk Bay – that will give you some idea of its size. Dora was to meet us at Dunalley, which was built near the Denison Canal. The canal connects Norfolk Bay with Blackman Bay² and this canal, which saves the long and often rough trip round Tasman Island, is only used by small coastal boats. It has a road bridge across and as we waited for the signal to say the bridge was open Dora came out in a small boat, and was helped on board by some of the crew. As we sailed through the bridge we yelled messages to the aunts who waved back.

Blackman Bay is shallow, so from the canal we followed a channel for several miles to Marion Bay and the open sea. Dunalley is a fishing village in Blackman Bay and now has a fish factory where they freeze and can fish. The boats look so pretty in the bay. We saw several fishing in Marion Bay. This Bay has a very long beach, about six miles from the 'spits' to the first rocks – and as far again to the Bluff. Maria Island and Marion Bay were named by Tasman when he discovered this Island in 1642. He anchored in Marion Bay near Green Island which is to the right as you sail out of Blackman Bay. Tasman went ashore on the Two Mile Beach for water. (This beach is on 'Bangor' the property of Dora's father. The house faces Blackman Bay, while 'Marchwiell' – the old Dunbabin home – is just behind Marion Bay beach). The hills rising up inland known as The Tier, have very good land, where the farmers all

keep cows. The Bluff is a fine headland on the left and Maria Island all mountains on the right are all quite imposing. It really is a lovely sight. We arrived at Spring Bay, and Triabunna about 7.30. We went on shore and up to the village for a walk, although it was dark, while the ship's crew unloaded empty pear boxes as well as other things. Rostrevor is quite near, where they have large apple and pear orchards – all the fruit is sent to Hobart to I.X.L. (Jones Ltd) jam factory. Rostrevor is in fact owned by I.X.L. We finally went to bed – but not to sleep very much, all was quiet, but the beds were so hard!

The ship was awake by 5 o'clock next morning (Wednesday) so we got up too. It was not quite daylight as we left for Maria Island. The sun came up out of the ocean just at the end of the island and all the sky turned pink – then yellow, it was a lovely sight. The very high and rocky north end off the island was silhouetted against the rising sun. We loaded 390 sheep under difficulties as there was quite a swell on, and no proper facilities on the jetty for sheep loading. Some sheep fell into the water and had to be rescued by row boat. Several people came to see the ship and besides the sheep we had three passengers, and two lovely sheep dogs. The sheep covered both hatches, fore and aft. We went straight back to Spring Bay with them.

The Islanders are divided and do not agree very well. When I asked the Captain (himself an Islander!) why they did not set up proper facilities for loading sheep and cattle, he replied 'No one will put up fences because the other fellow would benefit – though just now they have a truce!' After unloading the sheep, we left for Swansea. It was lovely all along the coast. The land is all used to run sheep, and we saw several homesteads. The hills are further back and the land in between hills and sea is good for sheep. We called at 'Mayfield', a well known east coast property where years ago they grew wheat, now as far as I know it is sheep. We went into a very rickety jetty and unloaded tons of superphosphate, and a number of drums of oil. The ship only calls at such places if the weather is kind as the jetties are very short the ship is very close to the land, and the coast is open to the ocean. While they unloaded we went ashore and 'paddled'! We arrived at Swansea (a small country town with many big properties about) at 5 o'clock and went into the village. The jetty here is about half a mile long! Some of the crew helped us up onto the jetty and told us to be careful of the trams! On the ship they unloaded timber till about 11 o'clock. Then they moved the ship away from the jetty and anchored for the night. Oyster Bay is very open not at all like Spring Bay. We had quite a good night's sleep. About 3 o'clock next

morning Margaret and I both woke to find the ship in the 'grip' of a long oily swell. Margaret, who had the top bunk, felt she would roll out!

The ship came to life at the usual time about 5 o'clock and we were soon away for Coles Bay which is really part of Oyster Bay but very sheltered. Coles Bay is a truly lovely place with the granite mountains between it and the open sea. It is only a short distance from Swansea by sea but about 40 miles by road. We arrived before breakfast. First we called at the half-made jetty and unloaded goods including a water tank and some chairs. Then we went across the Bay to the granite quarries.³ The Captain had one eye on the weather and said he would have to leave if the wind freshened. To load granite, the ship has to go into a tiny half-made jetty, only a few feet away from the rocks. It would be quite impossible if there was a swell or strong wind. We went ashore and walked along to a lovely spot called 'The Fisheries', we also saw the huge pumpkin going away in a row boat!

They loaded some huge slabs of granite into the forward hatch, some must have weighed tons; it was awkward to handle. We left before dinner. Windy and cold so we had to sit on the stern hatch, where it was quite warm in the sun. We sailed along quite close to Schouten Main – the sea was not rough – but the little ship rolled and pitched quite a lot – I loved it, but Margaret was not nearly so happy! We had a lovely view of Schouten Island (sometimes they call there – as it is used as a sheep run – at least part of it is) and a little island known as White Rock – on which seals live. We arrived back at Spring Bay early in the afternoon and went for a walk around the shore – it was all very pretty. As we came back, we saw a small mob of sheep being driven on to the jetty and found they were part of the mob we had brought from Maria Island. They had been sold to some one at Dennes Point, Bruni Island (north end). They were put on board though they had had little to eat. Later two more sheep came – also for Bruni – and two big bales of grass hay so we felt more happy about the sheep! They occupied the forward hatch – and were very quiet. As well as sheep they loaded many boxes of pears from Rostrevor. The after hatch was covered – and piled high, people just helped themselves to the pears and many boxes must have arrived nearly half empty. We went to the pictures that evening and quite enjoyed ourselves. We had some difficulty getting on board that night – as the tide had gone down! We had supper of biscuits – and so to bed! Next morning, Friday – we were away by 5.30, but it was not such a nice morning. The sky was beautifully clear to the north – but cloudy to the south. We called at 'Rheban' another well known

property on this coast. The homestead is quite close to the shore, a huge place, surrounded by trees. We loaded a bale of wool, and bags of same. There wasn't room left for anything else! We sat on the bale of wool and found it very comfortable.

We had breakfast as we came through Blackman Bay to the canal. Across Frederick Henry Bay we rolled about somewhat and I noticed the skipper and mate kept an eye on the boxes of fruit. They had ropes round and over them – but if even one box moved, there would have been quite a 'landslide'! Most of the sheep sat down and seemed quite happy. We landed them at Dennes Point about 1 o'clock where they went into a field of grass. We had a very smooth trip up the river to Hobart where we arrived about 3 o'clock.

The pears are for canning, and very nice to eat, we didn't help ourselves – but the ... [others did.]⁴ □



Winch at the Coles Bay granite quarry and (below) cutting stones of granite
Photos: Stanton Family Collection



Endnotes

¹ Coen, A. J. (Tony) (2017). *River & Coastal Vessels trading out of Hobart, 1832–2015*. Forty South Publishing Pty Ltd, Hobart

² Blackmans Bay is south of Kingston and Blackman Bay is east of Dunalley.

³ Stanton, H. 'Coles Bay Granite Quarries' In *Maritime Times Summer Reading 2020-2021*, at <http://www.maritimetas.org/resources/newsletters/summer-reading-special-2020-2021>

⁴ The transcript ends abruptly with 'but the ...'



Parma in full sail by JC Burnie

MMT Collection

To Daphne, who sailed with us.

'DAPHNE was sitting by the small cabin stove, chocked off in a chair, so that she would not be disturbed by the rolling.

'It was warm and dry in the saloon; no water came in there. Then something happened! The sea hit the ship aft, just behind where she was sitting, a mighty thud that made the whole saloon rock and tremble. The shock threw her out of the chair, and flung her right across the saloon, where she brought up against the varnished bulkhead, and clung for her life to the handrail there. There she clung while the ship rolled and quivered; now water poured down the skylight, the sea trickled over the saloon floor, the captain's cabin was invaded!

'Told that these things would never happen, now they were happening before her eyes. No wonder she thought the ship was going down. For long moments she clung to the handrail, exerting all her strength to hang on there (her muscles were strained afterwards, and she was covered with bruises); there was nobody else in the saloon, and she said afterwards that with all the roaring of the wind and water above her head, she did not know whether the *Parma* was still above the surface or under it. She was rather inclined to think that she was under. In the meantime she held on desperately to the rail, listening to the noise outside, hoping that the ship would steady herself. The ship did not steady herself, and her arms were nearly wrenched off by the motion. Several times she was flung across the width of the saloon.'¹

A passenger on *Parma*

Adelaide to London
via Cape Horn
1932

by Daphne Villiers

In 1932, Daphne sailed with her husband Alan when he was making a film aboard the barque *Parma* (3084 tons/built 1902), sailing under the flag of Finland with Captain de Cloux and carrying 62 650 bags of wheat. These extracts from her journal record daily events on the 103-day voyage.

Thursday 17 March 1932 Port Broughton, SA
To Sea! We sailed at evening, in bright moonlight with a starry sky—no flags, no ballyhoo and no on-lookers; we anchored 8 miles out. M. Knight the friend who accompanied Alan from NY is in the starboard watch.² Bill Appleby the other part-owner's son, is in the focs'l [*sic*]. We left at 8 pm, I being at the wheel with Alan. It was a great moment when the boys set the sails, a sight I shall never forget.

18 March
Going down Spencer Gulf in beautiful sunshine with a light breeze aft, passed a steamer named *Broadway*, which slowed down to take photos of us. Alan has loaded his camera already for filming; he is also going to write a book of the voyage.

Heavy seas took their toll and Daphne was unexpectedly seasick.

21 March
Feeling OK again now, spent 2 hours on deck this afternoon in sunshine, had nice food today pea soup for lunch and salmon and chipped potatoes and batter cake. We have our meals with the Captain, 1st, 2nd, and 3rd mates. Breakfast 8 o'clock, dinner 12.30, coffee and biscuits 3.30, and tea at 6.30. I have had a look at the storeroom and we have loads of provisions; our farmyard consists of 6 pigs, 14

fowls, 3 cats, a dog and two white rabbits. Early in the morning the ship just sounds like a farmyard, we have had quite a lot of eggs from the fowls.

22 March

We are now passing thru Bass Strait just off Flinders Island, going along under full sail; we passed another four masted barquentine which Captain says he thinks is *Mozart*. There was an eclipse of the moon this evening which was quite visible.

... We have had company again today, beating thru Banks Straits, on the NE. coast of Tas. ... a big ship, a Cape Horn grainracer like ourselves, *C.B. Pedersen*. We were surprised to see her, as the Captain had figured out this way as a short cut, we did not think any of the other ships would use it. The Captain watched her all day like a cat does a mouse, seeking to outdo her for the lead, when shortly before nightfall, a shift of wind caught us aback and we turned on our heel, putting her on the other tack, to make a fair wind of it. The Captain and the Mate smiled great grins of joy, to see her lose her lead. The rising moon, blood-red, found the two 4-masted barques within two miles of each other ... with the *Pedersen* crowding on all sail. We had everything set, as we have had all day. *Pedersen* flew her Swedish flag, we our Finn. What a sight it would have been for a steamer! But of course there was no steamer and nobody to see. There is great joy in seeing these ships which sailed before us, and catching up on them as we go along.

30 March

Running along nicely now, clear of New Zealand with a strong breeze, and rain and very cold. I took some snaps this morning of the water coming on deck. The ship has been rolling heavily today, so I have not been up on deck much; it is too nice and warm to leave the saloon. Alan went up the foremast this morning when we had the big sea, and got 80 feet of sea shots. Nightfall brings dirty weather with a bigger breeze, but we run on still with the royals and two boys at the wheel.

31 March (the second)

We have crossed the 180th meridian, and so have two Thursdays, a long week. We have seen a lot of strange birds.

4 April

From midnight to 4 a.m. blowing hard, at daylight it eases off, but plenty of rain. Later SW wind, increasing seas, and very cold ... We are well on our way to Cape Horn now.



Parma at sea

MMT Collection

The Captain stays on deck all day, in rain, hail and cold watching her go; this is the weather he revels in. Moses helped Alan with the film today.

5 April The Storm

I did not write up my diary today, this is being written on April 7. And what a lot has happened. Looking back it does not seem real, only a nightmare. All day Tuesday it had been rolling, heavily, with hail and rain, then at about 6 the storm raged, we were just going to think about tea, when the ship gave a lurch, and Alan says to me hang on. I did, thinking that when the ship had steadied herself it would be alright, but she did not steady and the next moment everything in the saloon was moving, then over the poop deck came a sea, right into the saloon, but I am not going to try and describe that night. Alan has done that, but I do thank God we are all safe.

6 April

Today is my birthday ... I am just recovering from the shock of last night. Alan gave me a very nice present of a golden 10-dollar piece and the Captain gave me a glass of wine and two apples ... We have not had such a lot of damage considering that the Captain says it is the worst storm he had been in for 10 years. Beyond a bruise or two on my arms I have made out OK ... the poor apprentices have lost practically everything, home goods and all, it is pathetic to see them today, each one drying what few things he has left. They have gone to live

with the boys in the focs'l till we reach the Falkland Islands, then in fine weather they can fix up again. I have said before that they were heroes, but I know now that they really are and our Captain one of the best. Looking round today we find that our damage is as follows:

Foresail blown to ribbons
Main upper tops'l same
Galley wrecked
Pig washed overboard
1 compass washed overboard
Half-deck destroyed - apprentices lose all belongings
Captain injured right leg and hand
Charts, books, everything wet
Mizzen truck blown away.

Lambert Knight said he looked up once and saw the whole of Niagara Falls above him with himself at the bottom, then it fell on him. We have managed to get the stove in the galley to work, so have plenty of food. Moses was nearly gone, and was fished out of the sea, wet to the skin.

...when things had calmed down, we had a midnight supper in the messroom, every one of us altogether, with a cheerfulness that had much of thanksgiving in it too ... inwardly thankful to be alive.

7 April
Better weather today, tho we still have squalls, a high sea, and heavy rolling, the main deck is constantly under water, when it is not hailing the sun is shining. The Captain has been cutting glass this morning (with my engagement ring) to put in the compass lamps. ... At midnight it looks as if we are in for another storm.

8 April
We certainly have had another storm, but nothing compared with last Tuesday's. All hands working hard taking off practically all sail, the wind is blowing hard. Alan was in the mizzen cross-trees this afternoon, and got some very good shots.

9 April
Another heavy gale today with plenty of water coming aboard, and the wind blowing heavily. The galley was washed out again last night, but the cook still smiles continually. I spent a sleepless night last night my nerves getting the best of me. We should be round Cape Horn in about 10 days from now.

10 April
WNW gale again today, decks flooded with water all day, and still bitterly cold. Alan took quite a few feet of film of the heavy seas.

11 April
Blowing very hard again today, from NW and NNW still very high seas. ... Alan took a movie of me today, messing about with some rope.

12 April
SW gale again today. Captain says this is the roughest trip he has had around Cape Horn. So far this month it has done nothing but rain, hail and snow. ... Alan was taking film yesterday, when Lambert climbed up the rigging ... singing away. He said that a gale is the only place in which he dare sing, as his voice is so bad. He is a great lad. The boys in the focs'l told him that they liked my being on board, 'cause the Mate did not swear at them so much.

17 April
It was a real Cape Horn snorter last night (to speak in the terms of the Mate), deck full of water again, also the galley. Alan had Moses swinging on the life-line this morning with seas breaking over and he filmed him. He thought it great fun even tho he got wet thru.

18 April
Weather seems to be much better today, but we still have plenty of snow and hail. With two more decent days we should be to the Horn. At nightfall, it is beautiful moonlight with the ship rolling heavily and having no wind there was nothing to steady her. One terrific roll swept the fiddles off the table, breaking a lot of crockery which did not improve matters any, and to make things worse, at midnight a head wind.

They round Cape Horn and head north, sighting whales and dolphins. Flying fish come on board to the delight of the ship's cat. After crossing the equator, they spent time in the doldrums in the Sargasso Sea... 'a grand sight to see the blue water and all the seaweed which is the colour of gold.' In desperation they throw money into the sea to 'buy some wind'.

11 June A mid-ocean visit
At daylight we see another sailing ship about 15 miles away. We are terribly curious and wonder who she is. We are both becalmed. After lunch, with Captain's permission, 11 of our boys including 3rd Mate put out our starboard lifeboat to pull across and see, and I asked to go too. Captain said he thought it quite safe for me to go, but we were to leave the other ship before dark to get our course, so off we went with water and biscuits, a bottle of rum, and one of brandy. It took 5 hours to row across and then we found out it was *Pamir* as many

days out as us. They welcomed us on board, we had tea and a look around the ship. Captain gave me some books, then we started on our long pull back. We left at 8.30 and could see no sign of *Parma* until we had been rowing for two hours, then we saw our light and rockets. We reached home at 2 am after our great adventure. The boys told Alan he had a very brave wife but I, looking back, think I was a little foolish to take such a risk—15 miles is the longest any boat has ever rowed just out of curiosity.

28 June
The westerly breeze takes us along at 5 knots with bright sunshine, and a Trade Wind sea ... We see a group of French fishermen and we get the anchors ready.

29 June Falmouth
We clear Wolf Rock at 2pm, Lizard 6pm. and anchor in Falmouth Bay at 7 pm. MS *Hamburg* passes, cheering us and dipping. Boatmen come aboard, holiday makers take photographs. We have beaten *Herzogin Cecilie* which had 107 days.

4 July Sailing to Cardiff
Raining and blowing in the morning. We go ashore to find orders for Cardiff. We go straight to sea from anchorage at 8pm. no tugs. The pilot comes aboard drinks a whiskey, and goes again. 25 pound for nothing, pretty expensive pilotage ... We beat all night off Lizard, with head wind.

8 July
We anchor at Barry Roads at 4.30am. We find out the pilot's wife is a Tasmanian and he was quite thrilled when he learnt I hailed from there.

9 July
Left *Parma* today for London. The boys gave me a great send off, it was quite a touching scene our parting. We arrived at Goldershurst in time for dinner, and had a wonderful reception, so ends my trip, and one I shall carry memories of all my life. □

Endnotes

¹ Alan Villiers dedicated his book *The Voyage of the Parma: the great Grain Race of 1932 from Australia to Falmouth by way of Cape Horn*, 'To Daphne, who sailed with us.'

² Lambert Knight was a wealthy American yachtsman who signed on as an AB seaman for the experience of rounding Cape Horn. 'Sea Epic.' *Mercury* 31 May 1933 p.6

Alan Villiers and Daphne were married in Hobart in 1924, but divorced in 1936.

Ink-wells in the MMT Collection

WRITING ONBOARD TODAY usually means 'tapping away at an iPad' (The *Blue Moon* Experience, pp. 10–11) but earlier journals might have been written using ballpoint pens, lead pencils, fountain pens or nib pens, which required an ink-well.

The Museum has a collection of ink-wells, some of which were designed for use on a rolling ship. A heavy base or double lids (below) helped prevent spillage.

Another ink-well, a space-saving souvenir of Hobart, is on p. 39.



A 19th-Century pewter ink-well with five pen holes and fitted with large diameter base to prevent overturning in heavy seas

Ink-well with two lids for safer transport at sea
MMT Collection Photos: Barry Champion



SS *Oroya*

Hobart to London 1894

extracts from the journal of
George Stammer, passenger

THE ORIENT COMPANY'S SS OROYA

'This magnificent vessel was formerly built and engined by the Barrow Shipbuilding Company [1886] for the Pacific Steam Navigation Company, and is 475 feet long.

... the saloon itself is 40 feet long, taking in the whole breadth of the vessel, and containing tables sufficient to seat at the same time 130 passengers. Throughout the vessel there are 550 electric lights, those in the public rooms having 16 candle power each, and the rest 8 candle. Throughout the vessel, too, there is a complete water service, and stewards will no longer carry chamber jugs. Both luxurious and utilitarian principles are severely regarded throughout the vessel. The galleys, pantries, and steam cooking installations, says a special account of the *Oroya* which the Orient managers have put out, are all in keeping with the rest of the equipment of this fine vessel.

'The bakeries supply the passengers with fresh bread every day, even the biscuits are made on board ... there are numerous tins of frozen new milk from which it is thawed as required for daily use. Boulders—like gold, but not nuggets—of frozen fresh butter are carried for the whole voyage. In warm weather the passengers are supplied with ice as much as they like to use, and there are steam pipes all through the ship to heat the cabins in cold weather. Such are some of the modern necessities of this floating hotel. We learn that the provision chambers of the vessel are capable of containing supplies for 1000 people from England to Australia that the speed of the vessel on her trial trip averaged over 16 knots an hour; and that she is commanded by Captain Studdert, who is well known in the Australian line.'

extract from *The West Australian* 30 March 1887, p. 3



SEVEN YEARS LATER, when he travelled from Hobart to London on SS *Oroya* (Captain Lavington), George Stammer was not able to endorse the Orient Company's promotion (left) of the ship. His journal expresses many complaints, particularly about the food, the noise and the heat, but gives us an overview of his experiences as the ship called at Melbourne and Adelaide, then Albany in Western Australia to disembark men rushing to the goldfields in Coolgardie, before sailing to Colombo. It called at Ismailia (on the west bank of the Suez Canal) and Naples, then sailed along the Spanish coast toward Plymouth. Stammer, though impatient to land at Plymouth, disembarked at London.

10 April 1894 Departure

It has been a very busy day. I had some difficulty about my luggage because a carrier did not come, I had to get another ... I went along to interview the purser about business with my ticket and money matters. He minds any monies not needed till London, charging a fee of 1% for doing so. Then I walked home to Forest Road, climbing that hill for the last time and my last long-shore dinner. I expect it will be some time before I get a dinner as good. After dinner went straight away and joined the ship which was lying at the Dunn Street Pier. I got aboard at 2.30 ... There was a large crowd of some 200 on the wharf to see us off ... I have no special ties to bind me to Hobart and yet I must confess a certain sadness while I watched this crowd slowly recede. Iron Pot ... Bruni Island ... Storm Bay ... Cape Raoul ... I could not sleep at night, the dull roar of the screw ... the thump, thump of the pumping engine, the hiss of the electric dynamo.

11 April East coast of Tasmania to Bass Strait

The sea got much rougher. Soon passengers began to go below, I among them. I might write a chapter in this place on seasickness, but I will refrain.



12 April Melbourne

We arrived before daylight in Hobson's Bay. The transition from rough to smooth water was delightful. *Oroya* berthed at Port Melbourne pier instead of at Williamstown as is usual. The pier we are at is a railway pier.

13 April

My experience of Melbourne is a very pleasant one. The place seems to have vastly improved since I last saw it. I paid a visit to the Zoological Gardens at Royal Park. The gardens are beautifully clean and well kept and the collection of animals is very good especially of marsupials. They have no arctic animals however. Trams now run every two or three minutes in the principal streets. I left Melbourne at 6pm and returned to port. On board ship in port is very dull and so means early bed.

14 April

We left at 12. Our passenger list was much increased and the promenade decks were crowded. As it was low tide we had to anchor near the bar till night ... We got outside Queenscliffe at night. A schooner came up for our pilot and then we went ahead with our journey.

15 April

Sunday. One sailor lay on deck training a parrot to obey orders. We have a lot of Australian parrots and cockatoos on board.

16–17 April.

We are now approaching Adelaide. I have got now that I can sleep through all the noises of ship life. The dull roar of the screw does not trouble me now. Our *Oroya* is too big for the harbour, she being about 28 feet below waterline. At night the wind rose and the water got rougher so that the tugs and tenders had a rough time in crossing. The fare from *Oroya* to

left: promenade deck on SS *Oroya*

facing page: postcard SS *Oroya*

Images MMT Collection

Adelaide is 2/- second class return. A railway porter comes on board and sells tickets. Adelaide is the cleanest city I have seen in the Colonies.

18 April

We left Largs' Bay at 1pm. Passengers from Adelaide had a rough time coming aboard. A British warship came past us ... and lowered a boat to bring mails aboard *Oroya*. We are now looking forward to three days of rough weather in the Great Australian Bight.

21 April

We had rough weather right through, but is now safely abated though the pitching interferes with my writing. The howl of the wind and the roar of the sea which kept sweeping over the decks and sometimes came down in to the cabins served to add to the general discomfort. The ship was stopped and lay drifting for two hours. The reason was that one of the life boats was washed off the davits and nearly lost but after much trouble they managed to secure it again.

The food we get on board is very poor. The coffee we have in the morning is made of some sort of powder and is highly adulterated. The bread and butter is good compared to the other provisions. The fresh meat we have served to us is not nice. I eat very little of it. The tea is undrinkable. I am however member of a syndicate of four who share the possession of a teapot and so make our own. We have cheese and biscuits at 8pm every night. The cheese is very good and the meal is one of the best of the day. Some passengers help it down with a 6d. bottle of beer. Alcoholic drinks are very expensive on board.

We have all meals on deck. Tables and forms are fitted up for the purpose every morning and are removed each evening, I am writing now at one of

these tables. We sit eight at a table and have a joint of meat to divide between us.

We approached Albany in the evening. We are not allowed to go ashore at Albany as the time is too short. We lost a lot of steerage passengers here, diggers mainly, going to the newly discovered goldfields at Coolgardie.

25 April 34 days to England, 7 days to Colombo. The notice board shows that during the 24 hours ending at noon today *Oroya* ran 340 miles and is now in the Tropic of Capricorn ... I believe a school is held on board for the benefit of children of whom there are many.

Yesterday evening I played the violin at the steerage end of the ship and there was singing and dancing ... Several men, I see, have already foresworn their cabins and sleep on deck ... I am sure that if I laid on deck I could not sleep. ... Temperature in our cabin is 80 [degrees F.]

Friday, 5 days to Colombo

We were rather startled this morning to find the hospital roped off and occupied by some children with measles. The case which almost caused us being quarantined at Adelaide has evidently spread and we are greatly afraid that we shall not be allowed to land at Colombo.

Saturday 28 April

A deputation interviewed the Captain this evening to try to arrange for more complete isolation but it will be difficult.

Monday 30 April

We crossed the LINE today about noon. The ancient celebration of Father Neptune is quite obsolete and is not allowed on these steamers.

Wednesday 2 May

We passed Point de Galle revolving light before daybreak. Arrived Colombo about 11am. The harbour is made by a long breakwater built of stone with a lighthouse at the end. The first to come alongside were boys on a raft, yelling for money to be thrown in so that they might dive for it.

The sampans are very narrow with a long round hull, and I think from the trunk of a tree. It is kept upright by an outrigger or float which rests on the water a short distance from the hull. This keeps the boat from overturning. They sold fruit and curios ... pineapple, banana, mango. After buying a little fruit, I went ashore. Fare from *Oroya* 6d.

[A description of his time in Colombo follows and the ship departs the next day.]

Friday 4 May - 25 days to London

The heat is very trying and in the cabin is nearly insupportable, 87 last night. The smell of fruit too, in the cabins is oppressive.

Saturday 5 May.

Weather fine, head wind, slight roll. It is said this morning that the Captain has ordered all fruit to be thrown overboard because of the smell.

Monday 7 May

My violin broke down during the hot weather and this morning one of the bandsmen repaired it for me, and is going to give me some lessons ... I took my bed on deck where it is cooler and fresher, but unfortunately got cramp after sleeping about one hour and had to return below.

Tuesday 8 May

9am - opposite the island of Socotra.

Wednesday 9 May

We passed Guardafin in the evening, a long lonely barren coast ... It would be difficult to say wherein these mountains differed from others we have passed and yet one is conscious that they are strikingly unlike any yet seen.

Thursday 10 May

We passed Aden last night but only saw the light in the distance. We passed a dhow with three men aboard. I am surprised to see so many islands in the heart of the Red Sea where I expected to see no land at all ... ominous predictions of those who had passed through it had made me dread it ... Yet here I am sitting at the deck table writing with no special sense of discomfort.

Saturday 12 May

Passed Daedalus lighthouse today. It is a solitary broad pillar rising from the waves with no visible foundation.

As we neared Suez the sea fell to a dead calm and the harbour was like a lake. Several steamers and dredges were lying in the harbour. To the left was the town of Suez. I was asleep when we stopped at Ismailia and did not see it. Port Said appears, as we near it, a busy place. *Oroya* was moored within a few feet of the main street of the town and coaling operations began at once ... I bought some English papers here only one week old which seems very fresh after the six weeks old papers of Australia.

Tuesday 15 May

Left Port Said at 2pm. After clearing the harbour and seeing the last of the dhows with their huge triangular sails, we steamed for a considerable distance through green water.

Thursday 16 May

At breakfast time we were well in the Straits of Messina ... Sicily ... Mt Etna ... vineyards ... orchards. Stromboli rises from the sea ahead of us ... after rounding the cape we enter the Bay of Naples ... the magnificent range of the Apennines fill the skyline ... for the first time I saw Vesuvius, a thin column of cloud-like smoke slowly rising from the crater. I shall always regret that I was not able to land at a most interesting place.

Friday 18 May

Tonight we passed Sardinia, first Cape Spartivento a mountainous coast that reminded me of Tasmania's River Derwent.

Sunday 20 May

We sighted the Spanish shore in the afternoon ... occasionally we could see the long lines of the dark mountains with the peaks of the snow-clad Sierra Nevada range in the background.

Monday 21 May

We reached Gibraltar at daybreak this morning. We anchored nearly opposite the garrison part of the town and at the same time had an excellent view of the old town ... *Oroya* was flying the yellow flag on entering port owing to the measles, but we were allowed to pass quarantine ... We left again at 8am and, while I write, we are in the Straits with the African shore in full view. Soon after we saw the last of Africa and steamed out to sea.

We passed Trafalgar Bay and the ship's band played appropriately the 'Death of Nelson'.

Thursday 24 May

Toward evening ... as we neared land we came upon an English fishing fleet ... with their familiar tan-coloured sails. Passed Eddystone lighthouse... stopped at Plymouth.

Friday 25 May

Saw Newhaven ... Dover ... Gravesend ...

Saturday 26 May 1894

The Customs House at Tilbury [London] is very convenient ... I got my boxes through without any trouble. People are at their worst on board ship ... and are, like the *Oroya*, best forgotten. END

Another ink-well in the MMT Collection



As mentioned on p. 35, many early journals were written in ink. This pen-holder and ink bottle is a space-saving souvenir of Hobart.

The ornamental horseshoe frame, which has an image of 'Wharf Hobart', fits under the screw top of the glass ink bottle of fountain pen ink. It also has its own nibbed pen-holder. The frame with its pen-holder is detachable.

MMT Collection Photos: Barry Champion



NOTE: Despite his complaints about the ship and his fellow passengers, George Stammer was listed on *Oroya's* passenger list on a return voyage to Hobart in 1895.

The vessel 'got ashore' at Naples. The cargo was recovered and transferred to *Ormus*. The majority of the passengers then came to Australia in *Orient*, the company's vessel following *Oroya*. *Mercury* 2 April 1895, p. 2



left: a stack of virtues: NBB *Reliability*, *Courage*, *Integrity*, and other barges aboard *Happy Sky*
24 March 2023

below: *Happy Sky* and six barges at Hobart
22 March 2023



above: UHL *Fierce* with *Kilimanjaro VIII* aboard 31 March 2023

left: *Kilimanjaro VIII* being lifted aboard UHL *Fierce* 31 March 2023

Photos: Rex Cox



Tasmania's biggest transport project — using 12 construction barges

Brendon Bowes explores the progress

right: the temporary bridge (piled section) under construction on the east bank, looking toward Granton
Photo: Brendon Bowes



HEAVY LIFT SHIPS are not frequent visitors to Tasmanian ports, but Hobart saw two of them in late March. The Dutch owned *Happy Sky* (grt 15 989/built 2013) delivered six of a dozen barges ordered in Indonesia for the New Bridgewater Bridge (NBB) project. Registered in Hobart, the barges have been connected together to create a temporary bridge, providing access for vehicles and equipment at the Bridgewater construction site—as explained in more detail in the following article 'New Bridgewater Bridge'.

UHL Fierce (16 732/2021 – Portuguese flag) loaded the ferry *Kilimanjaro VIII* for delivery to Tanzania. *Kilimanjaro VIII* is the latest of a series of ferries built since 2009 by Richardson Devine Marine at Prince of Wales Bay for service between Dar es Salaam and Zanzibar.

THE START OF CONSTRUCTION in early 2023, of a new Bridgewater Bridge to carry the Midlands Highway across the River Derwent, meant a considerable increase in freight movement at Hobart's port.

Shipments have included large steel pylons for the bridge's foundations, delivered by MV *Merwedegracht* in early March. But even more unusual was the arrival of two enormous heavy lift ships, carrying 12 substantial barges, each between 43 and 55m in length and 10m wide. The purpose of importing these barges from Southeast Asia, was the fabrication of a 1km temporary bridge at Bridgewater, to facilitate construction of the permanent structure. It will allow easy access for heavy equipment including cranes, and delivery of materials including piles, and for concrete pours.

To expedite the temporary bridge's construction, two approaches were adopted. First, on the deeper eastern side of the river, steel piles were driven for a 400m concrete decked structure.

On the shallow western approach, the remaining 600m section was to be spanned by 12 barges, floated into place, and then four spud piles driven into the river bed to anchor each barge in place. A connection bridge is placed between the barges to link them together and enable vehicular movements. The new permanent bridge is then constructed on the same alignment above the temporary bridge. The temporary bridge and barges will be removed at the end of the project.

On 1 March 2023, the lift span of the existing 77-year-old Bridgewater Bridge was closed for nine months, due to concerns that the lifting mechanism

for the counter-balanced span could be affected by sub-surface works on its replacement.

Barges arrival – tranche number 1

MV *Happy Sky* arrived in Hobart on 22 March 2023. The cargo consisted of these six craft, each with a remarkably inspirational name for what are often patronisingly called 'dumb-barges'.

- NBB *Reliability* (55m)
- NBB *Courage* (55m)
- NBB *Trust* (55m)
- NBB *Tolerance* (55m)
- NBB *Integrity* (43m)
- NBB *Patience* (43m)

The prefix 'NBB' is for New Bridgewater Bridge. Over the following days, the barges were lifted off using *Happy Sky's* giant cranes and then moored at the Macquarie wharves.

Ambush Workboats' tug *Wandana* (17m, built 1980, Gladstone registry) and from NSW, Ausbarge's tug *Taralga* (15m, built 1969, Brisbane registry) were engaged on this project. *Wandana* is based in Tasmania and is usually busy with aquaculture work.

On Saturday 1 April, NBB *Trust* was the first barge taken upriver, with *Wandana* attached on the starboard bow while *Taralga* pushed at the stern. The trip took just over two hours, requiring a careful transit of the Tasman and Bowen bridges before reaching the new Bridgewater Bridge construction site, on the same alignment and downstream of the existing vintage road and rail bridge. >>>

New Bridgewater Bridge (cont.)



Transiting under the Tasman Bridge NBB *Trust* is taken to the construction site by tugs *Taralga* and *Wandana*

The construction site: a wider view
Photos: Brendon Bowes



Row of moored NBB barges is on the western side of the river
Photo: Rex Cox

below: Ground works and reclamation underway on western shore ready to receive the barges
Photo: Brendon Bowes



Some turns around Dogshear Point (Claremont) and near Granton required *Wandana* to lengthen the tow line and push from the port side to finally dock the barge at the construction site.

As each barge was moved upriver, it was moored temporarily at the work site on the east side. Groundworks for their mooring needed to be completed on the west side.

By 30 April, five were moored end-to-end on the western side of the new bridge site. The sixth barge was moored on the eastern side and used to store steel piles.

Barges tranche 2

MV *Happy Star*, due to arrive in Hobart in June 2023 will deliver these additions to the Bridgewater fleet:

- NBB *Creativity* (55m)
- NBB *Confidence* (55m)
- NBB *Ambition* (55m)
- NBB *Hope* (55m)
- NBB *Motivation* (43m)
- NBB *Perseverance* (43m).

It is noteworthy that all 12 barges are now recorded by AMSA as Australian registered, with their building date as 2023.

NOTE re ships' tonnage: gross registered tonnage (grt) is used in 'ship spotter' and deadweight tonnage (dwt) in the New Bridgewater Bridge article.

The Big Lifters

Hobart is occasionally visited by vessels with heavy lifting capabilities such as those used for the delivery of catamarans constructed by Richardson Devine Marine or the defunct Austal Margate shipyard. The BigLift company vessels are in a class of their own for dealing with heavy or oversized cargoes.

Happy Star and *Happy Sky* are both 'S Type' heavy lift ships, operated by BigLift Shipping, part of the Spliethoff Group, one of the world's leading heavy lift shipping companies. Both vessels are registered in The Netherlands.

Happy Sky

With two Huisman-built 900 tonne heavy lift mast cranes, *Happy Sky* (18 680 dwt/2013) has a length of 155m and is one of the flagships of the BigLift fleet. The length and the forward position of the superstructure offer a single, large cargo hold and a wide, open deck area. Folding hatch covers, a large poop deck and cargo rails make the vessel's full deck area available for cargo stowage. *Happy Sky* has a service speed of 17 knots and a Finnish/Swedish 1A Ice Class notation.

Happy Star

Slightly larger than *Happy Sky*, *Happy Star* (19 000 dwt/2014) has a length of 156m. The vessel features two 1100 tonne cranes. Their lifting height is unrivalled in the worldwide heavy lift fleet. Ship stability is guaranteed without the need for a pontoon during loading or discharging operations.

Sources:

There's a four-minute animated video, showing how the new bridge will be constructed over the temporary bridge and barges, on the website of the main bridge contractor, McConnell Dowell at: <https://www.mcconnelldowell.com/projects/new-bridgewater-bridge-project>

See also

- BigLift website: <https://www.bigliftshipping.com>
- Interview with Ben Maloney, bridge project leader, ABC Radio Hobart, 27 Feb. 2023 <https://www.abc.net.au/hobart/programs/breakfast/ben-maloney-bridge-update/102026436>

New Bridgewater Bridge:

- Longest road bridge over water in Australia
 - Largest ever transport infrastructure project in Tasmania
 - Four vehicle lanes and a shared pedestrian and bike lane
 - Expected opening late 2024; completion in 2025; cost: \$786 million
 - New bridge navigation span height 16m, equivalent to Bowen Bridge
- <https://bridgewaterbridge.tas.gov.au>



postcard from Jervis Bay

Lady Denman Photo : Murray Doyle POST CARD

On a recent trip down the south coast of NSW, I visited the Jervis Bay Maritime Museum and Gallery, formerly the Lady Denman Maritime Museum, which was founded to preserve and display Lady Denman, the last surviving wooden Sydney Harbour Ferry, after its retirement in 1979. An intrepid band of volunteers inspired by local identities Dick Young and local Independent Member of Parliament John Hatton succeeded in 1980 in bringing the ferry back to Huskinson in Jervis Bay where it was built. Designed by naval architect Walter Reeks, it was built by local boat builder Joseph Dart. Lady Denman was installed in a specially constructed section of the museum in 2000 to preserve the vessel and prevent further deterioration.

TO:

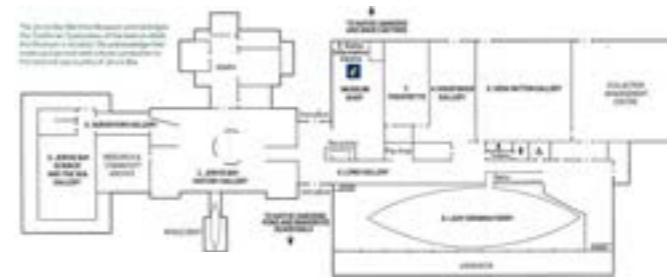
The Editor
Maritime Times Tasmania
GPO Box 1118
Hobart, Tasmania
AUSTRALIA 7001

Lots of other features to explore here.
See plan of the site. Cheers, Murray.

POSTAGE
PAID
AUSTRALIA

The Jervis Bay Maritime Museum and Gallery is a non-profit organisation, staffed mostly by volunteers, situated on the shores of Jervis Bay, close to the centre of Huskinson, NSW.

<https://www.jervisbaymaritimemuseum.asn.au/>



Jervis Bay Maritime Museum and Gallery

As well as the *Lady Denman* display, the museum has galleries covering the pre-colonial and post-colonial Indigenous history, colonial European settlement and development of tourism.

The maritime galleries cover the whaling, fishing and boat building industries of Jervis Bay and the south coast of NSW, and the contribution of locally built vessels in World War II and of local personnel and boats serving with the US Army Small Ships.

Also included are the notable contributions of local people such as:

Walter Reeks – designed first double ended ferry,
Jesse Ramsden – invented the diving engine,
James Short – inventor of reflecting telescopes, and
Kay Cottee – first woman to sail solo, non-stop and unassisted, around the world ... to name a few.

There's an extensive collection of surveying instruments belonging to Henry Halloran, a local surveyor and property developer. In the Science and the Sea Gallery is a collection of diverse artefacts both nautical and land-based, some of international importance, collected by Henry and his son Warren.

The museum has a number of fishing boats and launches, e.g. *Crest* (1911), *Kingfisher* (circa 1946) and *Porthole* (1952), which are undergoing restoration, and the Alf Settee Boat Shed (below).

—Murray Doyle



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in our next issue

The general theme for
Maritime Times Tasmania

MTT 84 – Spring 2023

will be 'Navigation'

with *Blythe Star* updates

and more on *Ramping Lion*

(see note p.7)



Publishing the 1834–1852 journals of Captain Andrew Haig

OVER THE PAST FOUR YEARS, a group of dedicated volunteers and staff at Narryna Heritage Museum have been transcribing the journals of Captain Andrew Haig (1793–1871), a British East India Company-licensed merchant trader who sailed into Hobart in 1824.

TasPorts is committed to preserving Tasmania's maritime history and awarded Narryna funding through the TasPorts Community Grant Program to publish the journals as two bound volumes.

These journals provide a valuable contribution to Tasmania's maritime history, providing readers and historians with a fascinating first-hand account of inter-colonial and global trade, international cargoes and voyages, insights into local maritime industries such as whaling and shipbuilding, the relationships between masters and servants, and the development of ports and shipping across Tasmania, particularly in Hobart and Devonport.

Tasmania's first port was established on the River Derwent in 1804, where the city of Hobart sits today. In the same year, in the north of the state, Tasmania's first pilot station was established at Low Head to guide vessels safely into the Tamar River.

Over the ensuing years, a number of regional marine boards and authorities were established, serving the

needs of the various settlements that had sprung up around the state.

By transcribing and editing the journals, currently held in the Tasmanian Archives at the State Library of Tasmania, fascinating details of the lives of Narryna's first occupants and the challenges they faced in Hobart Town will be accessible, with added glossaries to facilitate understanding of the many unusual, or now obsolete, words used throughout the journals.

The popularity of publications relating to colonial life in Van Diemen's Land, now called lutruwita/Tasmania, indicates an appetite in the broader community for better access to primary source material about this period.

Captain Haig – a brief history

The creation of New Wharf allowed Haig to build a pair of warehouses facing Salamanca Place in 1833–1835, where he set up as a merchant importing goods and building materials and exporting goods such as wool and whale oil, on land purchased from the subdivision of the Reverend Robert Knopwood's Cottage Green estate. At the Hampden Road end of the property, the Georgian townhouse Narryna was built for the Haig family in 1836–1840, but due to



financial problems, the properties were sold in early 1842. Despite Haig's brief occupancy, the house remains emblematic of its builder and Hobart's early trader society. Haig's personal challenges around business ventures, his children's health, and his often desperate attempts to convince relatives and others in Britain to support his many ventures make for fascinating reading.

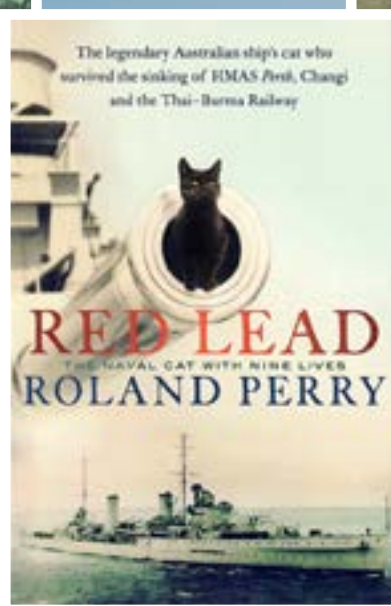
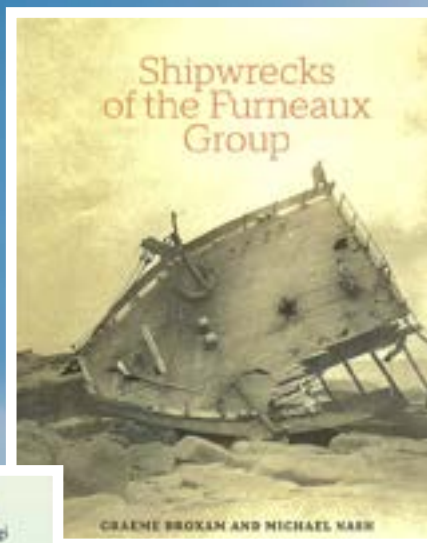
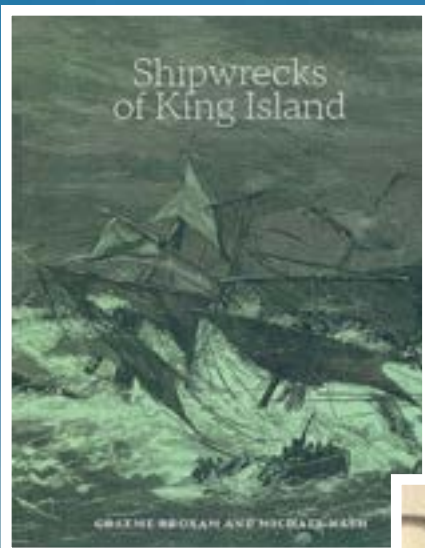
The Haig family continued to live in Hobart and, in the years following, Haig obtained a position as Marine Surveyor for an Insurance Company and later became the government's Immigration Officer. □

Historical and journal information has been provided by Narryna Heritage Museum (above), which is open to the public at 103 Hampden Road, Battery Point.

For more information on the TasPorts Community Grant Program, please visit our website.



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