

# Maritime Times *of Tasmania*

Our maritime history & present day news No 64 Spring (September) 2018 \$2.50 where sold



LARC coming ashore at Macquarie Island with crew and passengers on board. Photograph © Barry Becker, Australian Antarctic Division. Story p. 14

## *Vessels to Tasmanian Islands*

— LARCs DUKWs RIBs and BARGES —

— CANOES CATAMARANS CRUISE SHIPS FERRIES FISHING BOATS STEAMERS —

CARNEGIE GALLERY'S NEXT EXHIBITION: 'SUBMERGED –Stories of Australian Shipwrecks'



**Maritime Museum of Tasmania**  
 CARNEGIE BUILDING  
 Cnr Davey & Argyle Streets, Hobart, Tasmania  
 Postal Address: GPO Box 1118,  
 Hobart, Tasmania 7001, Australia  
 Phone: (03) 6234 1427 Fax: (03) 6234 1419  
 email: info@maritimetas.org  
 www.maritimetas.org  
 Open Daily 9am–5pm  
 (except Good Friday and Christmas Day)

**Acknowledgements**

**Acknowledgement of Country**

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

**Our Patron**

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

**Our Supporters**

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



**MMT Committee Members for 2018**

Kim Newstead, President  
 03) 6224 6660  
 knewstead@calm.net.au

Beth Dayton, Secretary  
 0407 873 852  
 office@maritimetas.org

Ross Studley, Treasurer  
 office@maritimetas.org

Rex Cox, Vice President  
 03) 6234 1865  
 rexcox@netspace.net

Roscoe Barnett  
 0438 300 229  
 rcbnet2@bigpond.com

Chris Tassell  
 chris.tassell@qrgroup.com.au

The Committee also includes representatives from external organisations: Alderman Eva Ruzicka (Hobart City Council), Scott Carlin (TMAG), and Joel Lipson (TasPorts)

**Maritime Times of Tasmania welcomes original articles for publication**

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

Ideally, your contributions will be in a Word document, with embedded images or, preferably, with separate 300 dpi JPEG or TIFF files. We can accept legible handwritten articles, with loose photographs, which we will copy. Images should have a caption, be credited to the photographer or to the source, and have written permission to publish.

Please submit contributions to The Editor at the postal address above or email to admin@maritimetas.org. Alternatively, you can leave your contribution at the front desk of the Museum at the street address above. Please remember to include your contact details.

**Deadline for the next issue is 15 November 2018.**



**from the president's log**

by Kim Newstead



Dear Members and Friends of the Museum,

During July, Sue and I visited Norfolk Island for seven days, a fascinating island with a unique place in Australia's and Tasmania's maritime history.

On 6 March 1788, a small group of seaman, settlers and convicts arrived to commence settlement of Norfolk Island under the command of Philip Gidley King. It was hoped settlement would help address critical food shortages in Sydney, settled only ten years prior in 1778.

A second settlement between 1814 and 1855 was infamous for its incredible brutality and extremely harsh treatment of convicts. Many state it made Port Arthur look like a pleasant retreat. Since 1856 the island has been home to descendants of the *Bounty* mutineers, who were relocated from Pitcairn Island.

Norfolk has a special relationship with our island of Tasmania. Norfolk Island's first settlers were mainly convicts and soldiers. They married, raised families and lived by farming. As early as 1790 the British government questioned the viability of Norfolk Island and ordered its closure. This information was not well received by the population, most of whom were now free by servitude; the thought of having to start again was not welcome. Later the Government again attempted to move the people from the island, and a list of names was drawn up in 1804 of those wishing to go to Van Diemen's Land. But by 1806 the Governor's patience was wearing thin as only five settlers had voluntarily left Norfolk Island. Between November 1807 and October 1808, 568 settlers were sent to Hobart Town, and more went to Port Dalrymple in 1813. Many Tasmanian families today are direct descendants of these First Fleeters. A detailed monument listing the ships and passengers can be visited in Hobart's St David's Park.

When the settlers arrived in Hobart Town they found stores were in short supply, making it almost impossible to feed and clothe them. Their arrival did however make a vast difference to the new settlement, in bringing not only new blood, but also many young people of marriageable age.

Norfolk Islanders were given land grants in New Town, Sandy Bay, Clarence Plains and New Norfolk. Those in the north went to Norfolk Plains (Longford).

There is no natural harbour at Norfolk, since its settlement all sea freight has to come ashore by lighter. Their design has changed very little over the years. Built of selected Norfolk Pine, they are constructed to be towed. Two are strapped together to form a platform for landing large machinery such as road graders. They are constructed as they always have been and today an experienced New Zealander builds a couple every two years or so. They have a tough life in the surf, grinding alongside freighters and against the concrete pier, so are specially designed to be flexible vessels.

Located in a number of buildings in World Heritage listed Kingston are original houses and administrative buildings. Four are set up as museums: Commissariat Store; No10 Quality Row; Pier Store and the HMS *Sirius* Museum. *Sirius*, wrecked on Norfolk's reef in 1790, was the flagship of the First Fleet and is now one of Australia's most significant shipwrecks. Its artefacts, together with the story of its loss and incredible recovery, are displayed in the HMS *Sirius* Museum more than 200 years later. The Australian National Maritime Museum has one of *Sirius*'s three anchors.

(continued on p. 6)

**in this issue – Vessels to Islands**

- 06 CAPSTAN - maritime training initiative
- 08 King Island steamers
- 10 Tasman Island mailboat
- 12 Danish links - Part 2
- 14 Macquarie Island LARCs, etc.
- 17 Sarah Island catamaran
- 18 Macquarie Island cruise ship
- 19 Flinders Island ferry
- 21 Canoes to Bruny Island, Maria Is., De Witt, etc.
- + Museum news, TasPorts news and regular features

top left: Norfolk Island Pine

lower left: Lighter under construction

background image: Cook's landing on Norfolk Island



# from the brig

## Welcome to Issue No 64 of *Maritime Times of Tasmania*.

We're looking at Vessels to Tasmanian Islands in this issue. The number of islands that make up Tasmania seems to be sharply disputed, with somewhere in the region of 350 being considered inhabitable, although I think you'd have to add the disclaimer 'at a push' to that. While we have no chance of covering every island in less than thirty pages, we've managed a fair geographic spread, from Sarah Island in the west, Tasman Island in the east, Macquarie Island in the south to Norfolk Island (not a Tasmanian island admittedly, but there are undeniably strong links between us) in the north. Along the way we meet amphibious vessels, fishing boats, fast ferries and slow ones, tourist boats and workhorses. We thank all our contributors and hope that you continue to enjoy the magazine.

**We want your stories.** A quick reminder, if you needed one, that the 75th Sydney Hobart yacht race will start on Boxing Day 2019. As this momentous milestone approaches we would like to hear from any of our members who have personal memories of the race. This may be as a crew member on a competing boat, a boat-owner, or as a relative of a crew member or as a volunteer or official.

If you have recollections and/or photographs you would like to share, please do get in touch by post or email (contact details on p. 2). Submissions might be used for an article, or a series of articles, in *Maritime Times* or possibly on the Museum's website, etc.

**The Museum's photographic collections** are gradually attracting interest as more images are uploaded to our online database at <https://ehive.com/collections/3906/maritime-museum-of-tasmania>.

Hobart Function and Conference Centre recently approached the Museum and have selected a number of historic photographs of Elizabeth Street Pier, where they are located, for public display in the Conference Centre. This is a valuable community outreach for our Museum.

## NOTICE OF ANNUAL GENERAL MEETING

TUESDAY 20 NOVEMBER 2018

A notice and nomination form is included with this edition.

The meeting will be held in the Carnegie Gallery at the Maritime Museum of Tasmania, 16 Argyle Street, Hobart, commencing 7.30pm.

Light refreshments and a short, but interesting, talk will follow the meeting.

We look forward to seeing you there.

# letter to the editor

Dear Editor,

I enjoyed the article by Brendon Bowes on the Danish ships, particularly *Magga Dan* and *Nella Dan*.

In pre-helicopter days, sightings of ice hazards were made from the crow's nest. The vessels could be steered, if necessary, from there. An important feature for both vessels was to avoid having crew climbing an ice-covered ladder to access the look-out. Both areas were heated from below and enclosed. Looking at the model of *Nella Dan*, one can see how well protected that area was.

Keep up your great standard.  
The magazine is excellent.

Mary Marsh.

Ed: Thank you, Mary.  
See also 'Danish Links - Part 2' on page 12.

## new members

### We welcome new members:

Allan Lee	Frank Lawrence
Ea Lassen	David Nash
Brian & Cathryn Watson	Lachlan Pitt
Andrew Climie	Richard Kasprzak

### Not already a member?

You can show your support for the Maritime Museum of Tasmania, and enjoy the benefits, by becoming a member. You can join online, or download an application form at: [www.maritimetas.org/support-us/become-member](http://www.maritimetas.org/support-us/become-member)

## Membership Fees

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

Individual	\$30
Family	\$40
Concessions	\$20
Interstate	\$20
Overseas	\$20
Quarterdeck	\$25 plus \$275 donation
Perennial	\$1000

Perennial is once only, or four years Quarterdeck membership



Photo: Ian Charlton

Marina DeBris's thought-provoking display of costumes, made from carelessly discarded plastic rubbish recovered from the beach, ends 20th September. The exhibition has attracted a lot of interest and engagement from visitors, and prompted one, Ian Charlton from Cygnet, to send us this photograph (left) of a beach sculpture he had discovered while walking on a beach near his home. Apparently the sculpture, by an unknown artist, uses no fixings of any kind and the base is decorated with odd pieces of rubbish that were, presumably, washed up nearby. Thank you, Ian.

# the carnegie gallery

... at the Maritime Museum

THE NEXT EXHIBITION comes to us courtesy of the Australian National Maritime Museum (ANMM) and the Australian Maritime Museum Council (AMMC). *Submerged: Stories of Australian Shipwrecks* is a two-dimensional exploration of a tiny selection of the hundreds of recorded shipwrecks around Australia's coast. The first stage in putting the exhibition together was for the AMMC to ask its membership to submit stories for possible inclusion in the exhibition, and 68 stories were submitted from 46 organisations. All submissions have been included in the AMMC website <http://maritimemuseumsaustralia.com/page/submerged>

Selecting the stories to be included was a near impossible task, trying to include as broad a range of historical periods, types of vessel and circumstances as possible, but 14 stories made it through to the travelling version of the exhibition (up from a planned 11). Tasmania is represented by three stories: *Sydney Cove*, *Cataraqui* and *Lake Illawarra*.

A number of copies of the exhibition are touring Australia and the ease and simplicity of the concept allows the exhibition, or part of it, to be displayed in museums, libraries, school foyers, community rooms or other public spaces. Venues are encouraged to add



their own stories and objects to give the exhibition a local flavour, as shown below in the photograph taken at the Dover Museum and Gallery earlier in the year. Our Museum's collections include artefacts from a wide range of Tasmanian shipwrecks and, while some stories are featured in our permanent displays, it is our intention to add at least a few more Tasmanian stories to the *Submerged* exhibition.

This simple travelling exhibition concept has proved very popular, particularly with regional venues, enabling smaller organisations to show a 'national' exhibition without the problems of such things as climate control and security that go with artefact-based travelling exhibitions. It is hoped that similar exhibitions on other themes will be developed through the same partnership in the future. The Maritime Museum of Tasmania is proud to have collaborated in the production of *Submerged* through our involvement with the Australian Maritime Museum Council. ■

<http://maritimemuseumsaustralia.com/page/submerged>

Representing Tasmania in the exhibition are

*Sydney Cove*

*Cataraqui*

*Lake Illawarra*







The Collaborative Australian Postgraduate Sea Training Alliance Network (CAPSTAN) is in full swing gearing up for our second voyage! In April 2019, 20 postgraduate students and 10 trainers from universities across Australia will set sail on RV *Investigator* from Hobart headed to Fremantle. They will spend 11 days together in close quarters as they cross the Great Australian Bight. Their goal? Learn as much about the interdisciplinary aspects of marine science and the logistical aspects of science at sea as possible. CAPSTAN is transforming marine science education in Australia and serving as a platform for generational, institutional, and industrial knowledge transfer through hands-on training experience aboard RV *Investigator*.

Less than 3% of Australia's higher degree research students have an explicit marine science focus despite the marine-dependent economy (the 'Blue Economy') growing quicker than Australia's GDP with a worth of \$100 billion dollars a year plus an additional \$25 billion in ecosystem services (National Marine Science Plan 2015–2025). Our next generation of marine scientists must have interdisciplinary skills and strong communication skills to continue to grow the Blue Economy and be able to engage stakeholders from resource management and fisheries to ecotourism. CAPSTAN provides blue water experience in chemistry, biology, geology, and physics with an emphasis on science communication, interdisciplinary teamwork, as well as fundamental life-at-sea skills such as knot-tying, basic sea safety, and time management.

CAPSTAN's inaugural voyage took place in November 2017 from Fremantle to Hobart with students and trainers from 12 universities on board. During the transit, the team spent a few days in the Bremer Canyon Region looking at how the bathymetry and geology of the region influence the chemistry and biology of the Great Australian Bight. Students blogged about their experience, including small group blogs that received an international audience on the American Geophysical



Union's The Field blog. One student attributed the experience to giving her the 'confidence to pursue positions at sea in the marine science field' and another called the CAPSTAN voyage 'an enlightening moment and game changer'. Want to read more about the students' experiences? All their blog posts are linked on our website: <https://goto.mq/6g>

CAPSTAN is an Australia-wide program, with subscribing universities and partners representing every Australian state. Led by Macquarie University, CAPSTAN is made possible by support from the Marine National Facility, which has granted sea time on RV *Investigator* for three pilot voyages during 2017–2020. The program is governed and supported by a network of leading industry and university partners. CAPSTAN continually seeks new partners in an effort to best match stakeholder needs with infrastructure-based training, to showcase research opportunities in marine science, and to expose students to possible careers within marine science. ■

1. Safety first! Trainers and students complete the 60 second challenge to get into survival suits during part of the sea-safety component of the inaugural CAPSTAN voyage.
2. Mud on board! CAPSTAN Students work on describing sediments from a gravity core in the sedimentology laboratory onboard.
3. What a catch! CAPSTAN trainer and student examine the biology caught in a successful rock dredge from the Bremer Canyon Region.

All Photos: © Marine National Facility, November 2017



### Want to sail with us?

Applications for both student and trainer positions are available on the CAPSTAN website and close at the end of this month, September 2018. <https://goto.mq/6g>  
Information on getting involved as a university, industry, or other partner is also available on our website.

from the president's log, (Norfolk Island) continued from p. 3

On the other side of this small island is a monument to Captain James Cook who was the first European known to have visited Norfolk Island. He discovered this uninhabited paradise in 1774 during his second voyage around the world aboard HMS *Resolution*.

He named the island Norfolk after the Duchess of Norfolk, wife of Edward Howard, 9th Duke of Norfolk. The Duchess of Norfolk had already passed away but as Captain James Cook had set out from England in 1772 he had not heard of her death in 1774.

Captain Cook was struck by the island's rugged beauty and reported that the flax and giant pines grew abundantly.

He thought the pines would be suitable for masts of large ships and sail cloth and cordage could be made from the flax. Cook took samples back to the United Kingdom to demonstrate their potential, but he was sadly mistaken.

Norfolk Island today has a special community with a friendly can-do group of inhabitants. The local phone book provides a clue with two pages listing phone numbers with the owner's nickname. We met 'Snoopy' the boat builder and 'Truck' who told us his incredible tale of rescuing an abandoned catamaran off the coast and then motoring it to Prince of Wales Bay in Hobart.

The economy today has been defined as 'fragile' or 'vulnerable', the principal reason for this being the economy's dependence on volatile export markets. Throughout much of the twentieth century, the economy of Norfolk Island was dependent on the export of a variety of different primary products, including bananas, passionfruit pulp, whale products, lemon-based products, fish, oranges and, guava jelly. Little is exported today, although the locals still fish and grow produce for their own consumption.

Tourism has replaced the Island's economic reliance on primary products and, from the 1980s until recent times, this has brought prosperity to Norfolk Island. Not surprisingly, significant investment was poured into the tourism sector; it was an investment



above: Cook's Monument on Norfolk Island

below: Launching a fishing boat, Norfolk Island style

Photos: Kim Newstead



that was never premised on a sound assessment of the longer-term viability of the tourism industry. In 2018 the island is experiencing a downturn in visitors and in general economic prosperity.

In March 2015, the Australian Government announced comprehensive reforms in the governance of Norfolk Island. The action was justified on the grounds it was necessary 'to address issues of sustainability which have arisen from the model of self-government requiring Norfolk Island to deliver local, state and federal functions since 1979'.

In June 2015, the Norfolk Island Legislative Assembly was abolished, leaving the territory to be run by an Administrator and an Advisory Council. Elections for a new Regional Council were held on 28 May 2016, with the new council taking office on 1 July 2016.

From that date, most Australian Commonwealth laws extend to Norfolk Island. This means that taxation, social security, immigration, customs and health arrangements apply on the same basis as in mainland Australia. Travel

between Norfolk Island and mainland Australia became domestic travel on 1 July 2016. Norfolk Island residents also became eligible to vote in the ACT electorate of Canberra. Not all Islanders (read most) are happy about this!

Significant opposition to the reforms has arisen in the territory led by Norfolk Island People for Democracy Inc., an association appealing to the United Nations to include the island on its list of 'non-self-governing territories'.

There has also been a movement to join New Zealand since the autonomy reforms are regarded by many Norfolk Islanders as unnecessary, and unworkable.

The natives are becoming restless to Australian political decisions, so history is repeating itself. However it's still a stunningly beautiful natural place to visit with history galore and inescapable maritime links with Tasmania. ■





# King Island

## *Yambacoona* and *King Islander* servicing the island's early trading needs

by Luke Agati – King Island Historical Society

‘THAT SPECK’ and ‘THAT ROCK IN BASS STRAIT’ were colloquial terms used far and wide in Australia in the early twentieth century to denote King Island. In those early days of settlement, from the late 1800s, trading requirements to and from King Island were well-fulfilled despite the island’s isolated position in Bass Strait and the often hazardous approach to it.

The island’s needs included passenger services to and from Melbourne, Launceston, Strahan and Burnie, and trading services to cater for local export of the island’s early beef and cheese industry, for which King Island is now world famous. Two of the most significant vessels, among others, in the island’s trading story, were *Yambacoona* and *King Islander*.

### *Yambacoona*

The earliest noteworthy vessel was *Yambacoona*, King Island’s first and only fully owned steamer. Built in Launceston specifically ‘for King Island’s cattle trade’ in 1899, and named after the largest pastoral estate operating in the north of King Island at the time, this 184 ton vessel, which averaged a speed of 9 knots, was said to have ‘behaved splendidly in the heavy weather’ it encountered ‘in the Straits’ on its maiden voyage. *Yambacoona*’s owners, Gunn and Stephenson, recognized the island’s excellent beef growing and trading potential. In fact, the ship’s designer W Jolly, who arrived in Currie during the vessel’s maiden voyage, on 18 May that year, was pleasantly ‘surprised at the excellent quality of the land ... where the cattle thrive so well on the plentiful feed which grows there’.

A fortnight before the new steamer for the King Island trade was launched, the Launceston *Examiner*, 6 February 1899, reported that it was substantially built.



Its ‘principal dimensions are: length 120 ft; beam 20 ft; and draught 8 ft. The boiler and engines have been made by the well-known firm of Ross and Duncan, Glasgow ... The measurements of the boiler are 8 ft 6 in. by 8 ft 6 in., with a working pressure of 120 lb. of steam per square inch. The engines are of the compound surface condensing type, the high-pressure cylinder being 13 in. in diameter, and the low pressure 26½ in., with a 16 in. stroke. It is anticipated that the engines will drive the vessel at the rate of about 10 knots per hour. The best timber has been used in the construction of the vessel, the hull being of brown top stringy bark, and the decks of kauri. The steamer is to be a poop deck vessel, and is equal to the highest class at Lloyd’s. Excellent accommodation will be provided for 18 saloon passengers, and there will be two four-berth cabins on deck ... The captain’s and officers’ quarters are to be on deck, and the crew will have comfortable accommodation in the forecabin. The vessel is expected to carry between 135 and 140 tons of dead weight. She has been specially constructed for the carriage of cattle, of which she will be able to accommodate about 50 [and 600 sheep].’

Over the next few years, this ‘best-fitted up’ coastal steamer from north-west of Tasmania effectively serviced King Island’s trading requirements. In 1902 it was reported that a ‘large quantity of furniture for new settlers’ along with 40 tons of general cargo and sawn timber for bridge building arrived on the island. By 1905 *Yambacoona* was shipping off the island an average of 47 head of cattle, 47 boxes of local butter, general cargo and passengers at ten-day intervals. In October of that year this ‘little steamer’ was advertised for a pleasure trip for islanders wanting to attend the Melbourne Cup, only if passenger numbers were sufficient to cover operating costs. The venture must have proved successful, as similar references for the same trip were announced over the next several years. In the winter of 1910, while on one of her regular runs between King Island and Tasmania, the ship encountered the ‘severest weather ... [ever] experienced in this trade for some



‘... that rock in Bass Strait’

time’ and as a result eight cattle had died during the voyage. Such tragic loss of stock was not uncommon throughout the first half of the 20th century. However, earlier that year, in 1910, King Islanders ‘cherished many pleasant reminiscences’ when *Yambacoona* brought Tasmanian Governor Sir Harry Barron (1903–13) and suite to King Island—the first of several vice-regal visits made to the island during the 20th century. Although *Yambacoona* served the island’s trading needs well and faithfully, it was eventually sold in 1914. During World War I, *Yambacoona* plied the waters between Sydney and Newcastle as a collier. On 24 February 1917, while bound for Sydney, laden with 190 tons of coal, it encountered such a strong head swell that its steering chains snapped. *Yambacoona* was driven onto rocks at Broken Bay near Terrigal where it sank, fortunately with no loss of life. The wreck is now protected under the Historic Shipwreck Act 1976. *SS Wauchope* replaced *Yambacoona* for the King Island trade.

### *King Islander*

The second of the two traders under discussion was *King Islander*; Like *Yambacoona*, *King Islander* was built and designed specifically for the King Island-Melbourne trade by R.H. Houfe & Co. Again, just like its predecessor of 64 years earlier, the Houfe & Co. vessel also encountered rough weather while on its maiden voyage from Devonport to Currie in May 1963; no doubt demonstrating the sometimes unpredictable and often hazardous weather besieging the Bass Strait particularly in the winter.

Launched at Phoenix Shipyard in Devonport on 31 March 1963, and built at a cost of £150 000, *King Islander* was a new roll-on roll-off ship with an overall length of 140 ft 6 in. and beam of 25 ft. The ship of 370 tons, averaged 9 to 10 knots, the same speed provided by the *Yambacoona*. The *Islander*’s two large bow doors, were designed so that fork-lifts were conveniently driven on and off the vessel carrying cargo, while livestock would simply walk on and off the ship. The bow of this

motor vessel was devised reflecting the wartime design for landing-craft by the ship’s naval architects Bruce S Thompson and Alan Asquith. Although its bow doors were partly submerged while at sea, a special stern-tank was activated to pump 90 tons of water, so the ship’s bow doors were lifted out of the water when berthing.

As a trader, *King Islander* was capable of carrying 210 head of cattle. Of these, 110 were confined in specially designed holding pens below deck, while 100 were penned on deck. Although no longer economically viable, King Island’s sheep grazing market, which flourished before the late 1970s, was taken care of by Houfe’s state-of-the-art motor vessel throughout the 1960s. The ship was capable of carrying up to 1000 head of sheep. Between 1963 and 1967, *King Islander* was reputed to have transported 10 000 head of cattle across the Bass Strait—a record which could have only been achieved by its swinging bow doors which facilitated rapid loading. By the 1960s and with the advent of regular air travel for the masses, *King Islander* did not enter the market for regular passenger travel. Despite boasting the latest navigational equipment, *King Islander* was not immune from adverse mishaps and unpredictable weather. In 1964 the vessel sat fast on a reef soon after entering Currie Harbour, though no damage was reported. In 1968 it was forced to take shelter north-east of the island at Lavinia Point due to an extreme south-westerly. In fact, the weather was so unfavourable throughout 1968 that an average of five trips were made each month, whereas an average of ten trips each month were recorded throughout 1967. *King Islander* was replaced by *Straitsman*, also built for

top: *King Islander* berthed in Currie Harbour in the mid-1960s. The other ship is *John Franklin*.

facing page, top: *Yambacoona* at Currie Harbour with Currie lighthouse in the background, c.1912.

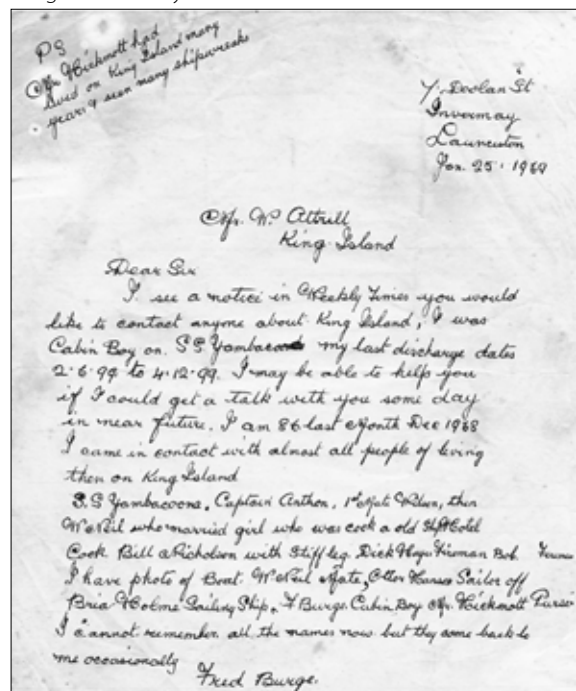
below: Ship builders pose in front of the partly constructed *Yambacoona* at the Launceston shipbuilding yard in early 1899. Photos: King Island Museum Collection



## King Island (cont.)

the King Island-Melbourne-Tasmania trade by Robert Houfe & Co. in 1972. Houfe's *King Islander* is not to be confused with the Eastern Line freight ship of the same name, also a roll-on roll-off freighter, which is currently servicing King Island and Stanley (Tasmania). ■

Note: Seventy years after *Yambacoona* was first launched, Fred Burge, who at 15 years of age had been its first cabin boy, wrote to the King Island Historical Society wanting to share his personal memories of the vessel and its crew when it was servicing the remote Bass Strait island in 1899. He records, from memory, the names of the crew members, etc. with great accuracy.



Fred Burge's letter to the president of the King Island Historical Society in 1969. King Island Museum Collection.

Launceston  
Jan 25th 1969

Dear Sir,

I see a notice in *Weekly Times* you would like to contact anyone about King Island. I was Cabin Boy on *SS Yambacoona* my last discharge dates 2.6.99 to 1.12.99. I may be able to help you if I could get a talk with you some day in near future, I am 86 last month Dec 1968. I came in contact with almost all people of living then on King Island.

*SS Yambacoona*, Captain Anthon, 1st Mate Wilson, then W Neil, who married girl who was cook & Old Ship Hotel Cook, Bill Nicholson with stiff leg, Dick Hayes, Fireman Bob ...

I have a photo of Boat. W Neil Mate, Ottar Hanson [sic] [Oscar Larsen] Sailor off *Brier Holme* sailing ship, F Burge Cabin Boy, Mr Wickmott Purser.

I cannot remember all the names now but they come back to me occasionally.

Fred Burge.

PS Mr Wickmott had lived on King Island many years and seen many shipwrecks.

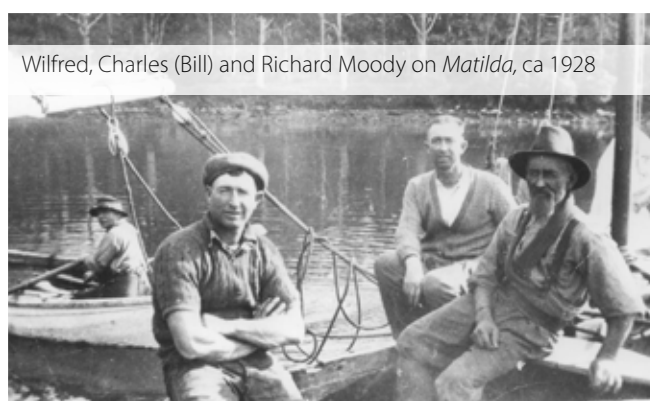


MMT Collection

ASTRIDE A PONTOON IN A CORNER OF CONSTITUTION DOCK sits *Matilda* the 'best remaining example', according to its Interpretation Board, of a double ended fishing boat typical of a type that fished the waters of southern Tasmania a hundred and more years ago.

During its working life, *Matilda*'s owner used it variously for fishing and recreation, adapting and modifying it as appropriate. At one point it was kept on a freshwater lagoon at Taranna, where it sank. For a while it was displayed at Port Arthur and today is owned by the Hobart City Council. It was extensively restored in Hobart before going on display and, while not part of our Museum's collection, it has a strong connection to us through one of our volunteers.

*Matilda*'s early history is something of a mystery. The launch of such a run-of-the-mill working boat (30 ft, Huon pine) doesn't appear to have merited any mention in the newspapers of the day, so its build date, and even the identity of its builder, are questionable. Most of what we do know comes from a series of interviews, conducted by Michael Staples as part of a Conservation Assessment prepared for the Hobart City Council in 2000. A copy of these interviews can be found in the Museum. These conversations suggested that it was built sometime between 1886 and 1892, possibly by Tommy Williams and somewhere between 'the back of Jones & Co.'s stores' on Hunter Street and the Domain Slip. What is known is that it was immediately put to work by Richard Moody and his father, James, well-known and respected fishermen of Hobart, who fished the waters around Bruny Island and the Tasman Peninsular. No one is quite sure if it was named after Richard's mother, or his daughter, both named *Matilda*.



Wilfred, Charles (Bill) and Richard Moody on *Matilda*, ca 1928

MMT Collection

# Matilda

## getting the mail to Tasman Island

by Mark Hosking with Don Mitchell

*Matilda*'s life as a fishing boat was described by fisherman Jim Bridge in *Maritime Times* (2007, No 19 p. 9). But fishing has always been a precarious business and when the Tasman Island lighthouse was built the Moodys took the opportunity of supplementing their fishing income by taking on a contract to deliver mail to the island. The lighthouse was commissioned in April 1906 and the Lighthouse Log Book mentions *Matilda* for the first time on 2 September 1906: 'Boarded fishing boat *Matilda* and landed mails and Supt.'s son'.

It seems that the contract to land mails required a visit to the island every two weeks, a schedule which would probably have been fairly easy to fit in with the boat's fishing activities. But the nature of the landing, requiring cargo and passengers to be transferred from a boat maintaining its position between the rocky island and a smaller offshore island via a basket suspended from a flying fox, meant that the weather could easily interfere with the schedule. The brevity of the notes in the Log give no real idea of the difficulties that must have been encountered, 'Moody Bros. off island with mail flag, unable to land' (1 June 1913); 'Fishing Boat *Matilda* with mails - tried to land them. It was too rough' (7 June 1907); or simply: 'Moody Bros. landed 6 weeks mail' (2 April 1922).

While six weeks was the longest recorded interval between landings, the contract allowed for the Moodys to be called in for additional trips, with three days being the shortest interval between visits noted in the Log. The Log also records deliveries by other vessels, with *Olive May*, *Florence May*, *Iolanthe* and *Terra Linna* among the vessels mentioned in the late 1920s and early 1930s. Other cargoes were occasionally carried; a load of sand was landed in 1929. Medicines, and spare parts for the light, are also mentioned. It may be that it was a request for an extra trip for a special cargo that led to the Moodys handing in their contract; one story recorded by Michael Staples suggests that an argument ensued with the keeper when the Moodys were summoned out on a rough night to find that the keeper wanted them to fetch a baby's dummy.

The mail boat was the usual means of getting to and from the island for the lighthouse superintendents, their families and workmen. One rather sad journey provides the connection with our Museum today.



References:

'The Lightkeeper's Daughter' by Fiona Rice (extract from the Three Capes Track walkers' guidebook, *Encounters on the Edge*).

Staples, Michael (2002) *Matilda: Conservation Assessment*.

In March 1929 Andy Mitchell was stationed at the light as Assistant Keeper, along with his wife, Myrtle, and two daughters Joan and Joyce (above). The youngest, three-year-old Joyce, fell gravely ill with pneumonia and, with a sou-westerly that had been howling for days, flag-signalling had failed to attract attention. All the station's messenger pigeons had been released, but none survived the flight to North Hobart. We can only imagine the increasing anxiety of those on the island as a huge bonfire was lit to attract attention. After a ship passing in the night reported the fire to authorities in Hobart, *Matilda* was despatched to investigate.

The Log reports that on Saturday 16 March, at 11am, 'Mrs Mitchell and two children left Tasman in the fishing boat *Matilda* en route for Hobart to see the doctor. Children ill'. Assistant Mitchell left the following Saturday, after *Matilda* had delivered mail and sand, but sadly Joyce died in Hobart six days later. The depleted family arrived back on the island a month later on Monday 29 April, the Log recording in its unemotional manner 'Assistant Mitchell's wife and child arrive at Tasman at noon back from recreation leave and commenced duty'.

A year later Joan and her pregnant mother left the island on *Matilda* again. They took the public bus from Port Arthur to Hobart, where Myrtle was delivered of a baby boy, Don. While Myrtle convalesced Andy was transferred to Maatsuyker and the family never returned to Tasman Island. Don, now in his late 80s, is still a regular Wednesday volunteer at the Museum and the humble fishing vessel, so deeply connected to his family, is preserved on its pontoon across the road. ■



# DANISH LINKS – Part 2

## RAISING THE DANISH FLAG ON INCAT FERRIES



In the June 2018 issue of *Maritime Times of Tasmania* (MTT 63 p. 7) Brendon Bowes outlined the history of Danish ships which came to Hobart as support vessels for Australia's Antarctic expeditions. Here he tells of further maritime links between Denmark and Tasmania with an explanation of the strong ties forged between local ship builder Incat and domestic ferry operators in Scandinavia.

Worldwide success in the 1990s of Incat's large wave-piercing catamaran ferries led to their introduction in 1995 in Denmark on services between Arhus (on Jutland) and Kalundborg (on the island of Sjaelland). The choice of high speed ferries by the operator Cat-Link was obvious, as the crossing took only 90 minutes, compared with a four-and-a-half-hour journey by rail and slow conventional ferry.

Prior to their introduction, for the first time the Danish flag was raised in Tasmania on a Tasmanian built ship, the Cat-Link 1, at a ceremony on 30 June 1995 at Elizabeth Street Pier, Hobart. It was attended by Mr John Cogan, Honorary Consul-General of Denmark in Tasmania, and his wife Mrs Yvonne Cogan, Mr Robert Clifford of Incat, Captain Flemming Ejlersen of Cat-Link, and members of Tasmania's Danish community. The Consul-General had authorised ships logs for the journey to Denmark, which was expected to take only 24 days. That was an incredibly short time compared to the five-month passage by Mrs Cogan's Danish grandmother, Charlotte Larsen, when she emigrated to Tasmania in the nineteenth century.

Success of these fast ferries led to repeat orders for larger Incat vessels. In 1998 two new sister ships worth \$130 million replaced three smaller ferries (Cat-Link 1 – 3) on the route. It marked the introduction of the first 91m Incat ferries into the European market. Each could carry 800 passengers and 200 cars on the 42-nautical mile crossing. They featured a distinctive livery with cat's eyes and whiskers painted on the bow.

To recognise the great significance of this partnership between Incat and the operator (now called Cat-Link-Scandlines) a Danish flag raising ceremony was again held, this time on the Cat-Link V at Princes Wharf on the 26 June 1998. It was attended by Mr John Cogan, Robert Clifford, and Captain Claus Christenson of the Cat-Link V. The captain was presented with a Danish flag and a toy bear mascot for good luck on the voyage.

### To Maria Island in the 1960s

At the time Mr Cogan had served for 40 years as Honorary Consul-General. His long association with Robert Clifford stemmed back to the 1960s when he had chartered Clifford's fishing boat, *Lanzing*, for passenger trips between Hobart and Maria Island. It was noted after the ceremony that the comfort of the Cat-Link V put to shame the rudimentary amenities on the old *Lanzing*, that used church pews as seats and a tarpaulin as weather protection!

Prior to its introduction into service in July 1998, Cat-Link V set a new record crossing the Atlantic. It broke through the 40-knot barrier reaching 41.284 knots, beating records set earlier by Incat ferries Hoverspeed Great Britain and Catalonia. Use of Incat built vessels in the competitive Scandinavian market remains strong. The Danish Molslinjen Line operates a fleet of ferries, with the 109m Express 3 delivered by Incat in April 2017. A new direction for the shipbuilder in 2011 was delivery to Norway of a wind farm tender. ■



top: Record breaker Cat-Link V in 1998 (Richard Bennett Photography, courtesy of Incat)

above: Flag raising ceremony on board Cat-Link 1 on 30 June 1995 (left to right, Robert Clifford, John Cogan, Captain Flemming Ejlersen). Photo by Brendon Bowes

left: Builder's publicity diagrams of the Cat-Link V

# AUSTRALIAN MARITIME COLLEGE

## JOINS THALES ON SONAR TEST FACILITY PLAN

The Australian Maritime College (AMC) has partnered with international defence giant Thales to investigate establishing a trials and test facility for naval sonar systems in Tasmania.

Thales Australia, AMC and AMOG Consulting signed an agreement in July to co-develop a facility which can utilise northern Tasmania's deep-water lakes to test the next generation of Australian submarine and surface ship sonar systems. Thales Australia CEO Chris Jenkins said the initiative was part of the organisation's commitment to work collaboratively with leading Australian SMEs and universities to deliver high technology, leading-edge solutions for Defence.

'Historically, Thales has worked with AMC and AMOG Consulting on a number of sonar trials activities, and with the Australian Government's historic recapitalisation of the Royal Australian Navy, now is the time to investigate establishing a permanent facility,' he said. 'From 1990 to 2000 Thales and AMC tested and calibrated the in-service array for Australia's Collins Class submarines in Tasmania's deep mountain lakes as they provide an ideal environment for sonar systems.'

ARC Research Training Centre for Naval Design and Manufacturing Director Jonathan Binns welcomed the opportunity to further AMC and the University of Tasmania's strategic alliance with Thales Australia.

'Thales is a founding member of the research training centre and this new agreement will build upon our work in understanding the hydroacoustics and hydrodynamics of sonar systems—how noise travels through water and how water moves around an object such as a submarine hull or ship's propeller,' Associate Professor Binns said. 'This collaboration with Thales will allow us to undertake cutting-edge research that will ultimately feed into the design, manufacturing and sustainment of Australia's next generation of naval vessels. Co-investment in infrastructure such as this project connects to University plans to grow its contribution to defence through focused investment in capabilities and scale across its network with a Defence Innovation and Design Precinct as its cornerstone.' ■

AMC Associate Professor Michael Woodward said the college had a strong reputation for partnering with industry to provide innovative research solutions in a maritime context.



Ben Clark (AMOG Consulting), Gary Dawson (Thales Australia), Liberal Senator Richard Colbeck, The Hon Christopher Pyne MP, Brett Whiteley (Liberal candidate for Braddon, University of Tasmania Deputy Vice-Chancellor (Research) Professor Brigid Heywood.

'AMC has a critical mass of technical expertise and physical research facilities in hydrodynamic experimentation, while Tasmania is blessed with deep and isolated lakes that are ideally suited for a scale of testing that is yet to be explored globally.

'Bringing both of these together presents a unique opportunity to develop a new and novel experimental testing capability, with the potential to attract further investment and industry collaborations to build Australia's naval research and development capabilities,' Associate Professor Woodward said.

University of Tasmania Deputy Vice Chancellor (Research) Professor Brigid Heywood commented on the significance of this development in expanding the strong relationships with Thales and AMOG which have contributed to a number of projects linked to the technical design of submarines and their development. 'This new investment is an exciting new chapter in the Tasmanian Defence story. The proposed new facilities will bring industry, government and universities together in a strong collaborative R & D relationship to advance Australia's unique hydrodynamic testing facilities and provide leadership in a global context,' Professor Heywood said.

'The University's Defence Network was designed to foster collaborative models of working which bring SMEs and major defence contractors together with government and the University's defence research capability to advance the \$90 billion national ship building program. This new initiative exemplifies the approach and strengthens key alliances, as well as showcasing the unique facilities of the Australian Maritime College.' ■



CRICOS Provider Code (University of Tasmania): 00586B

RTO Code: 60131





above: Jet barge carrying heavy machinery cargo to shore, 2009  
RS23703 Photograph: Australian Antarctic Division (AAD)

below: LARC coming ashore at Macquarie Island with resupply ship  
*Aurora Australis* in background.  
RS26196 Photograph © James Doube / AAD

black and white wide: Pontoons floating in stores to Garden Bay from  
LST3501, March 1948  
RS57544 Photograph: © AAD



# Macquarie Island

DUKWs LARCs RIBs and Barges

Ship to Shore Operations  
on Tasmania's sub-Antarctic island

NAVIGATING THE ROCKS, REEFS AND KELP BEDS of Macquarie Island calls for skill and local knowledge especially in the variable weather. Several ships were wrecked there prior to charts being updated. On their way to Antarctica, Douglas Mawson and his team arrived to establish a wireless relay and meteorological station in 1912 and found men from the wrecked schooner *Clyde*. His own ship *SY Aurora* encountered an uncharted submerged rock but sustained only minimal damage.

In 1948, ANARE (Australian National Antarctic Research Expeditions) re-established the meteorological station bringing in their supplies and equipment from the ship LST 3501 (later renamed *HMAS Labuan*). Peter W King, radio operator with the expedition, made detailed observations of the process of landing on 7 March 1948. 'The DUKWs [p.16] are floating lorries carry-ing about 2.5 tons of cargo on sea ... plans were made to land at Garden Bay and establish our camp at the old Mawson's camp site ... We had spent the morning loading the DUKW with tents, food, shovels, and general camping equipment. The bow doors were opened and the DUKW ran out over the ramp into the sea ... then came alongside the ladder built on the side of the ship to collect the boys ... got ashore alright through the kelp and rocks ... The bulldozer was taken ashore on a pontoon raft towed by a LCVP [landing craft vehicle personal] ... One day the LCVP got kelp around its propeller and drifted ashore with a pontoon. Noone was hurt but both LCVP and pontoon were wrecked on the rocks.'<sup>1</sup>

In the 1950s, three basic models of a Lighter Amphibious Resupply Cargo vessel (LARC) were developed.

The Australian Antarctic Division (AAD) uses the LARC-V, which went into production in 1963. These were first used at Macquarie Island in the summer of 1970–71, and were operated for the AAD by the Australian Army. From 1970–1994 the LARC was part of every expedition's Antarctic experience. LARCs are craned over the side of the ship, then cargo is craned down to them. Humans use a Jacob ladder down the side of ship and step on. If the weather is not too calm they need good timing. Passengers and crew were evacuated by LARC from *Nella Dan*, in very hazardous circumstances, after the ship was driven ashore at Buckles Bay in 1984.

The LARC is an ideal all-terrain vehicle. It can make surf landings in all types of weather, whereas the AAD's jet barges (top, left) are unable to get close to shore in rough seas. The LARC's design allows for the transition from water to land, or reverse, to be done on a range of shorelines, often needing little or no preparation. Large balloon tyres provide suspension and also aid in flotation. A HIABB crane, positioned aft of the operator's cabin is fitted to each craft. The Army transferred eight surplus vehicles to the AAD in 2008, and LARCs are no longer in production.

Rigid Inflatable Boats (RIBs) are used now on expeditions if there are no barges available, though *Aurora Australis* usually carries a barge for all station access. The comfort of the ride to shore depends entirely on the state of the sea. One expeditioner noted that travellers on RIBs are likely to get wet feet when landing—less likely when taken ashore by barge. All visiting tourist ships access Macquarie Island with RIBs.

With thanks to Jonothan Davis (AAD) and Michael Stoddart (MMT) for images and information.

(continued on next page)



above: View of Wireless Hill and The Isthmus from the adventure cruise ship *Akademik Shokalskiy* as the inflatable ship to shore boat is craned on board.  
RS35287 Photograph © Barend (Barry) Becker / AAD

front cover: LARC coming ashore at Macquarie Island with crew and passengers on board.  
Photograph © Barry Becker / AAD

below: Landing at the station from RSV *Aurora Australis*, 2012  
RS3088 Photograph © Jason Mundy / AAD





Macquarie Island (cont.)



top: The last amphibious DUKW leaving Macquarie Island Station, December 1969. RS47400 Photograph © Gavin Johnstone / AAD

DUKW is not an acronym. It's the designated General Motors manufacturing code for the military-wheeled amphibious landing-craft. D stands for 1942, U for Utility, K for all-wheel drive, and W for 2 powered rear axles.

centre: Pontoon raft landing ashore at Macquarie Island, November 1974. 854D5 Photograph: © Ian Knight / AAD

lower: Pontoon raft being towed ashore by the ship's workboat from *Nella Dan*, November 1974. 854D4 Photograph: © Philip Sulzberger / AAD

Endnote

<sup>1</sup> Peter Wylie King (1949). *An account of the establishment of Macquarie Island Station in 1948-1949*. Australian Antarctic Data Centre. Available online.

Further Reading

Terauds, Aleks & Stewart, Fiona (2008). *Subantarctic wilderness: Macquarie Island*. Allen & Unwin, Crows Nest, NSW



main photo: Sarah Island and jetty access

inset: Ruins of the penal settlement on Sarah Island

centre: *Spirit of the Wild* on the Gordon River

below: Heritage Landing

Photos © Gordon River Cruises



# Sarah Island



## and *Spirit of the Wild*

IN THE INNER REACHES OF MACQUARIE HARBOUR on the West Coast, is langerrareoune—Sarah Island. This beautiful island was an ominous place of separation and incarceration for many Toogee people in the nineteenth century, and was also a penal settlement (1822–1833). Its rocky coastline made access and escape difficult. The Heritage Landing and several other jetties now provide easier access when visitors arrive by chartered or private boats. Gordon River Cruises visits with *Spirit of the Wild* and *MV Sophia*.

The UNESCO Tasmanian Wilderness World Heritage Area includes Sarah Island and parts of Macquarie Harbour. Departing daily from Strahan, *Spirit of the Wild* takes passengers on a six-hour cruise: out to Hells Gates, past aquaculture farms in Macquarie Harbour, to Heritage Landing and to Sarah Island where guides explain the local history.

*Spirit of the Wild* is a 33.8m catamaran, built in Tasmania by Richardson Devine Marine and operated by Gordon River Cruises, which is part of RACT Destinations. It has a diesel-electric hybrid engine. Diesel engines are shut down when cruising on the river, offering a quieter experience. There are three decks: the Main Deck and Premier Upper Deck, both with floor to ceiling windows, and the Viewing Deck at the top of the vessel. Onboard meals feature Tasmanian produce.

Take a virtual tour of the vessel at:  
<https://www.gordonrivercruises.com.au/en/ourvessels.html>



right: Premier Upper Deck on *Spirit of the Wild*  
 left: Main Deck seating. Photos © Gordon River Cruises

[www.gordonrivercruises.com.au](http://www.gordonrivercruises.com.au)

bookings : [grc@gordonrivercruises.com.au](mailto:grc@gordonrivercruises.com.au)

phone: +61 3 6471 4300





# Landing on Macquarie Island from a cruise ship

by Jenny Hunter



I DEPARTED THE PORT OF HOBART ON 15 DECEMBER 2017 on board MV *Akademik Shokalskiy* (above), on my way to Antarctica. Three days later, we approached Macquarie Island, and were welcomed by a pod of orcas patrolling Buckles Bay, with the silhouette of the research station in the background. Next morning, we donned thermals and waterproof gear, sloshed gumboots in sterilising solution, and lined up on deck for the steep descent of the gangway stairs to board the inflatable Zodiacs. These were driven alongside a small pontoon and, as the swell allowed, each passenger gave a 'sailor's grip' to the crewman and the driver, jumped on board, and then quickly sat, not always gracefully, on the side of the inflatable.

Each Zodiac carried up to 10 passengers in toward the shore, skimming across Sandy Bay on a perfect sunny morning. We jumped into the shallow waters, and floundered ashore where we were greeted by the resounding cacophony of hundreds of Royal and King Penguins and dozens of Elephant Seals, all singing and groaning, roaring and carolling, and going about their business, quite unperturbed by the sudden influx of curious tourists.

We wandered around The Spit, along the beach, and up the boardwalk to the Royal Penguin rookery where thousands of birds sat on their eggs, squawking defiantly at the great skuas circling and swooping overhead. Light mantled sooty albatross also entertained us with their graceful soaring. When it was time to go back to the ship for lunch, the Zodiacs returned and we waded out toward them, sitting bottom first on the sides, flinging our legs over then settling quickly into place.

Our afternoon excursion was in to Buckles Bay where rather than a sandy beach we had to scramble ashore over boulders, under the watchful eyes of Gentoo and Rockhopper penguins.

After a guided walk led by scientific staff we were treated to scones with jam and cream at the mess, and then made our way back to the ship on board the Zodiacs.

An evening cruise along Lusitania Bay to view the vast King Penguin rookery from the ship completed our day at Macquarie Island before we set our course south toward Antarctica.

Photos supplied by the author.



# Flinders Island

and *Matthew Flinders III*



## The Furneaux Group of Islands in Bass Strait


In 1773 Tobias Furneaux, captain of *Adventure*, the support ship for James Cook's *Resolution*, charted islands in Bass Strait, which Cook later named the Furneaux Group. With an area of more than 1300 sq km and a length of 62 km, Flinders Island is the largest of the Group and has a growing tourism industry, while supporting primary industries of sheep and wool production, cattle grazing and fishing. The island also has a rich aboriginal cultural history. Today, *Matthew Flinders III* transports freight and passengers there.

FURNEAUX FREIGHT, operating out of Bridport in north-eastern Tasmania, currently operates the ferry *Matthew Flinders III* to service the Bass Strait Islands, predominately Flinders and Cape Barron Island. *Matthew Flinders III* is a purpose-built stern-loading roll-on roll-off vessel that has been completing the Bass Strait Islands run since its launch in 1995.

It's a dedicated general freight and passenger service to Lady Barron, Flinders Island, every Monday (excluding public holidays), returning every Tuesday. The sailing time is approximately nine hours. Details of prices and schedules can be found on their website. [www.furneauxfreight.com.au](http://www.furneauxfreight.com.au)

Currently under construction is *Matthew Flinders IV*, which will replace *Matthew Flinders III* in approximately 18 months time. This new vessel, purpose-built for the Bass Strait Islands, will feature a state-of-the-art passenger lounge to showcase expanding tourism on Flinders Island.

Information and photos of *Matthew Flinders III* at Flinders Island were kindly supplied by Furneaux Freight.



**Furneaux Freight**

*Servicing the Bass Strait Islands*

Furneaux Freight are proud to introduce plans for the *Matthew Flinders IV*. The new purpose-built vessel will incorporate state of the art technology to deliver an improved and enhanced service to the Furneaux Group. Incorporating increased carrying capabilities and dedicated passenger facilities, the *Matthew Flinders IV* aims to revolutionise the existing service whilst providing security for existing and future investment in the Islands local economies


**MATTHEW FLINDERS IV**

**SPECIFICATIONS**

- Length 35 meters
- Beam 12 meters
- Speed 10 knots

**CARRYING CAPABILITIES**

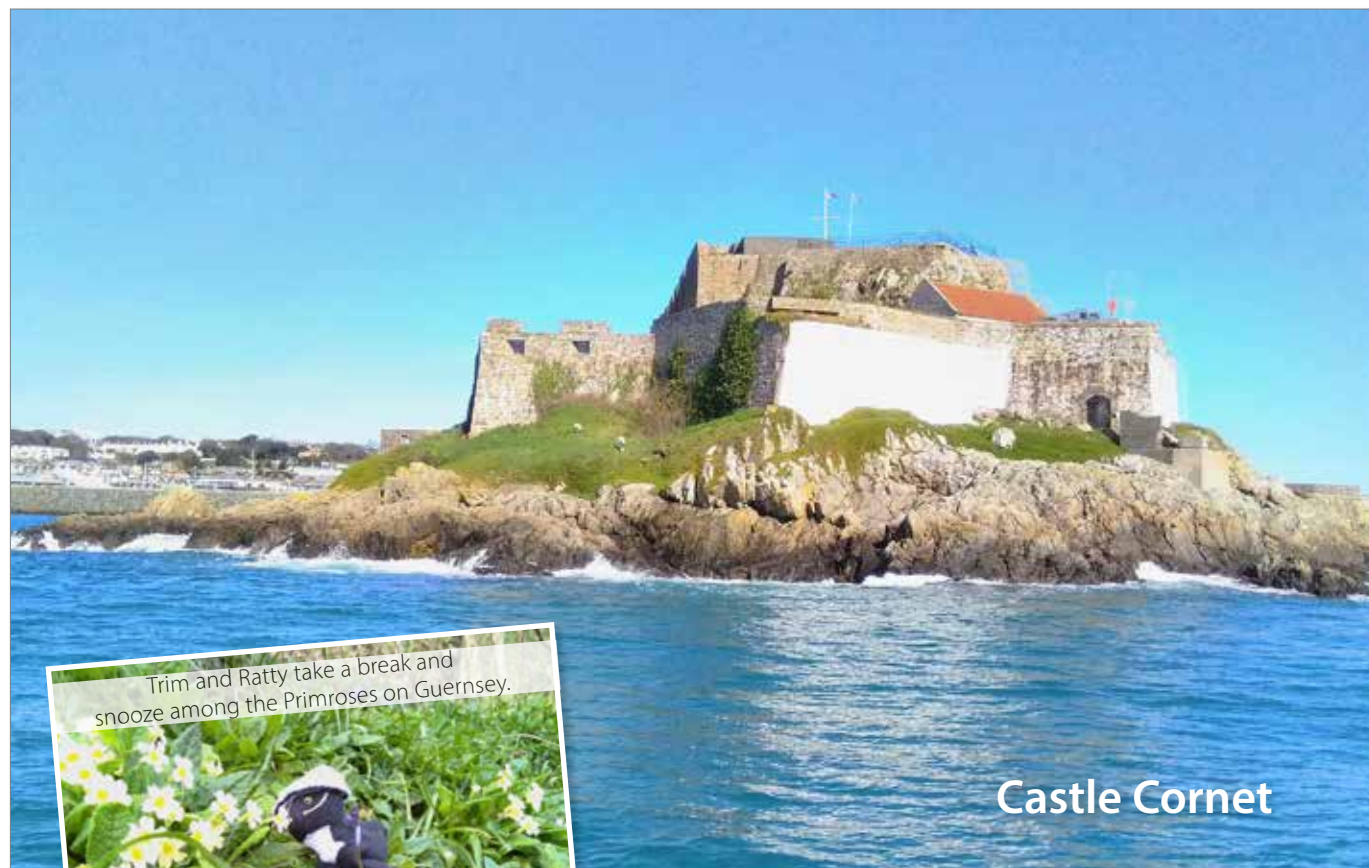
- Tonnage 350t
- Costaliner 32 x 20' TEU
- Sheep 4500 head @ 30kg approx.
- Cattle 600 head @ 500kg approx.



Furneaux Freight Pty Ltd  
Main Street, Bridport TAS 7262  
[www.furneauxfreight.com.au](http://www.furneauxfreight.com.au)

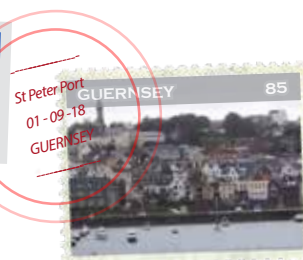


# postcard from *Guernsey*



Castle Cornet

BY AIR MAIL  
par avion



When cruising the English Channel be sure to make a call at Guernsey, one of the Channel Islands. Within sight of the French coast they are Crown Dependencies of Great Britain outside the United Kingdom, but were once part of the Duchy of Normandy. Claimed by both English and French monarchs throughout Norman times they were inexplicably left out of the final Treaty of Paris that ceded the Duchy to the French in 1259.

Stunning views of the neighbouring islands, Herm, Sark and Jersey, can be enjoyed from clifftop walks through primrose-laden woodland, while a myriad of hidden bays and beaches can be discovered if you don't mind climbing seemingly endless steps.

The harbour of St Peter Port bustles with maritime activity with ferries, both fast and traditional, commercial and leisure fishers, yachties and others all competing for space in the shadow of Castle Cornet that stands on what was once an island first fortified in 1204.

TO: The Editor  
'Maritime Times of Tasmania'  
Maritime Museum  
cnr Argyle & Davey Streets  
HOBART, TAS 7000  
AUSTRALIA

*Maritime Museum Mascots Trim & Ratty declared this one of their favourite stops on their recent holiday.*

# ningher canoes — the original watercraft to the islands



This detailed sketch of a 'Catimarrion' of Van Diemen's Land by Jean Piron was used to illustrate Labillardière's book *Voyage in Search of La Pérouse* (1800).

*We found a raft which the waves had thrown upon the western shore of Adventure Bay ...*

*It was made of the bark of trees ... The pieces of bark that composed it were of the same structure as that of Eucalyptus refinifera. These pieces had been held together by cords, made of the leaves of grasses, forming a texture of very large meshes, most of which had the form of a pretty regular pentagon.*

—Labillardière, botanist with the D'Entrecasteaux expedition, 1793

CROSSINGS BY ABORIGINAL PEOPLE IN WATERCRAFT from the Tasmanian mainland to Bruny, Maria, and southern and western islands were documented by early European explorers. They commented on the paperbark or reeds used in the construction, the use of fire, the skilful cord-making, the buoyancy, the long thin poles used for propulsion, and the practice of having guides swimming alongside. They heard stories of expeditions to islands to hunt for seals and seabirds, of the dangers and of drownings.

Others saw no evidence of watercraft but they might have been hidden. Jean-Baptiste Leschenault, a botanist on *Naturaliste*, saw 'two canoes each containing three men who, frightened by our approach, paddled swiftly to the shore, and when they reached there, quickly took their canoes out of the water and carried them into the woods' (Plomley 1983: p. 134).

Nicolas Baudin, captain of *Géographe*, gave this description: '[It] was 14 feet long from point to point and was made of three bundles of eucalyptus bark strips, rolled out over each other ... The inside length of this frail craft was 9 feet 1 inch long, its width, 2 feet 9 inches and depth, 2 feet 2 inches. Several times we saw these boats crossing the channel with three or four people in them. They did not appear to be propelled by paddles, but by long poles which are made to perform the same function. The men are normally bent double when guiding this skiff-type craft, and we only ever saw them venture out in it in very calm, fine weather' (Cornell: p. 345).

## Further reading

Backhouse, J. (1843) *A Narrative of a Visit to the Australian Colonies*. London: Hamilton Adams & Co.

Cornell, C. (Ed.) (1974) *The Journal of Post Captain Nicolas Baudin, Commander-in-Chief of the Corvettes Géographe and Naturaliste*. Libraries Board of South Australia

Hamilton, F. and Lehman, G. (2017) 'Reviving an ancient tradition: The ningher canoes of aboriginal Tasmania.' *Signals* No 118: 26-29

Hollingsworth, R. 'Watercraft of the Tasmanian Aborigines.' MMT documents

Plomley, NJB (1977) *The Tasmanian Aborigines: a short account of them and some aspects of their life*. Launceston: Adult Education Division

Plomley, NJB. (1983) *The Baudin expedition and the Tasmanian Aborigines, 1802*. Hobart: Blubber Head Press

Plomley, NJB. (1966) *Friendly Mission: the Tasmanian journals and papers of George Augustus Robinson, 1829–1834*. Bellerive, Tas: Tasmanian Historical Research Association.

The Quaker missionary, James Backhouse, observed west coast inhabitants 'cross the mouth of [Macquarie] harbour in floats, in the form of a boat, made of bundles of paper-like bark of the swamp tea tree, lashed side by side, by means of tough grass. On these three or four persons are placed, and one swims on each side, holding it with one hand'. (Backhouse: p. 58).

George Augustus Robinson, who led the controversial Friendly Mission in the 1830s, reported that Bruny Island man, Woorry, entertained them with exploits of his nation and their allies. Woorry said they went by canoe to De Witt Island and to the Eddystone to spear seals which they brought back to the mainland. Robinson thought the craft were 'ingeniously constructed' and used them, particularly for river crossings, on his travels in the south and west of Tasmania (Plomley 1966: p. 116).

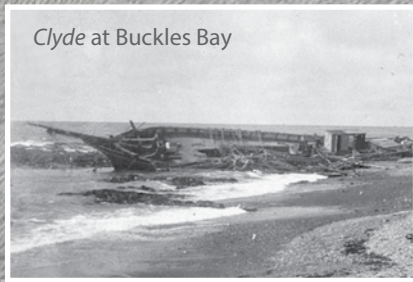
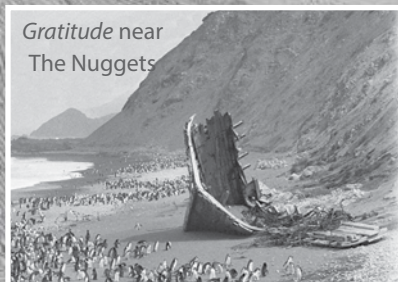
The Maritime Museum displays a canoe (below), built more recently using traditional materials and methods.



Photo: Barry Champion



## A MACQUARIE ISLAND BARREL TOP



A BARREL TOP AND FOUR BARREL-STAVES dug out from sub-Antarctic mud is one of the latest donations to the Maritime Museum. You might wonder why this banal looking piece of damaged timber deserves a place at the Museum.

The answer lies in its location at Lusitania Bay on Tasmania's most remote landmass and also its likely connection to an elephant seal and penguin oil enterprise commenced at Macquarie Island by Joseph Hatch in 1888. Originally based in New Zealand, Hatch moved his oil refining works to Montpelier Retreat, near Hobart's docks in 1912. This was because Tasmania's conservation laws were less stringent than New Zealand's and Hatch required a Tasmanian licence to harvest seal and penguin oil from Macquarie Island.

Lusitania Bay, lying on the south-eastern side of Macquarie Island was named after a vessel which sailed there from Hobart with a sealing gang in 1822. The men intended to slaughter sleeping elephant seals, boil their blubber for oil and sail to Britain with the cargo. By the 1850s, other gangs had also visited leaving shacks, two coopers' shops and some gravestones, the latter a sad indicator of the gruelling life and extreme remoteness of Macquarie Island.

By the time Joseph Hatch became involved, elephant seal numbers had declined because of over-hunting. The entrepreneurial Hatch, who had a background as a chemist and an interest in chemical engineering, decided to target penguins as well. In 1889 he took two state-of-the-art steam boilers or digesters to the island to harvest oil from the King Penguins' massive rookery at Lusitania Bay. These large, oily, flightless birds were defenceless and could easily be mustered past Hatch's new boilers, where the men selected and clubbed to death or decapitated fat one-year-olds

and threw them into a boiler where the bodies were processed for about 12 hours. Unfortunately for Hatch, oil from the

Kings was mixed with blood which caused the three tons of penguin oil to ferment and burst the barrels on its way to market. He subsequently transferred his operations to Royal Penguin rookeries further north at The Nuggets and at various other sites. The steam digesters at The Nuggets consumed an estimated 3500 Royal Penguins each day, and each penguin produced about half a litre of oil. Hatch's seal and penguin oil was mostly used in the manufacture of rope and twine. The oil was forced into the fibre before it was spun.

Bursting oil drums were not Hatch's only problem. During 31 years of his operations at Macquarie he had to deal with angry and semi-starved crew, government regulations, and the total loss of three of his vessels. The shipwrecks were all due to atrocious weather and sea conditions when trying to make landings on Macquarie. He lost *Gratitude* in 1898 and *Jessie Niccol* in 1910 both near The Nuggets; and *Clyde* in 1911 at Buckles Bay. We have an anchor in the Museum's collection which Mike Nash (State Maritime Archaeologist), believes to be most likely from *Clyde*.

The anchor and the barrel top with staves can be viewed in our upcoming Shipwreck display in the Carnegie Gallery, which will include 'Submerged' a National Maritime Museum panel display as well as objects and interpretation based on our own collection. ■

Main image: Lusitania Bay living quarters, oil works and penguin rookery (behind barrels). *NZ Graphic* 1891 p. 365  
 Colour photo: Table made from a barrel top and four staves found on Macquarie Island. MMT Collection  
*Gratitude*: Courtesy of the State Library of NSW, [FL1560749]  
*Jessie Niccol*: Brodie Collection, La Trobe Picture Collection, SLV  
*Clyde*: Australian Polar Collection, South Australian Museum

## SALVAGING KARITANE'S CARGO

ONE SHIPWRECK THAT HAS OFTEN INTRIGUED ME is that of SS *Karitane*, wrecked on Deal Island in 1921. Perhaps, more correctly, it is the salvage of its cargo that piqued my interest.

*Karitane* was built in 1903 at the SP Austin and Son Ltd shipyard in Sunderland, England. Originally named *Cavalier*, in 1905 it was purchased by the United Steam Ship Company of New Zealand and renamed *Karitane*. For much of its working life, it was primarily involved with taking copper from Strahan. On the voyage that brought *Karitane* to an undignified end, it had loaded copper at Strahan, then picked up a large cargo of potatoes and other goods at Devonport. The ship sailed for Sydney on 23 December 1921, and almost immediately encountered a heavy fog.

The next morning, at 7.30 am, *Karitane* ran full tilt into high sea cliffs at the southern end of rugged and isolated Deal Island in the middle of Bass Strait. There had been no warning of impending disaster; even though the Deal Island Lighthouse was in operation, it sits atop some of the highest sea cliffs in Australia, and thus its light could not be seen below in the foggy gloom. Built in 1848 using convict labour, it is the highest lighthouse in the Southern Hemisphere (although decommissioned in 1992).

A report at the time highlighted the damage. 'The impact was so terrific that the bows of the *Karitane* were stove in for some distance' and, as a member of the crew subsequently put it 'the hole was so large that you could drive a team and wagon through it'. (Obviously trucks were not as common as they are today.) Captain Bayer Spain was able to back the ship off, but realised *Karitane's* plight was serious. While the crew used bags and mattresses to stop the leaks, the captain steered the ship into Squally Cove where it was beached. The crew all got off safely.

The ship's loss was a sad reality, but its valuable cargo of 4500 bars of blister copper and 140 bags of copper ore and copper precipitates became the focus of salvage efforts. *Karitane's* owners formed a syndicate and hired a ketch, *Phil Forbes*, to undertake the salvage with a team of 18, including divers. One problem. One large, smelly problem! To get to the copper, the divers had first to remove the huge quantity of stinking, rotting potatoes that was in the hold. How did they achieve this? By using gelnignite to blow holes in the side of the ship to let the potatoes disperse. But the prize was worth it, nearly £40 000 worth of copper was recovered over two months (99% of the original cargo). It was rightly seen as one of the most successful salvage operations in Australia to that time. Presumably quite a few fish would have met their end with the explosions. (It is not recorded if the resulting fish and chips meals were popular with the crew. ... Haa!)

Now I know some would say Deal Island is a great place to get away from modern life's struggles and distractions. But I think the editor at Broken Hill's *Barrier Miner* newspaper must have been on the turps when he wrote in September 1936:

*Some day this idyllic spot, with its crystal clear waters and its golden sands, with its rugged, precipitous cliffs and its vista stretching from the towering mountains of Flinders Island on the south to Wilson's Promontory on the north, may become a tourist resort as famous as the celebrated Capri.*

But, I suppose by then the stench of rotting potatoes had well and truly disappeared! ■

left: Preparing to salvage *Karitane's* cargo after the impact.

right: *Karitane* at Deal Island.

Photos: Craike Collection, MMT





# from the galley

## Oooh, you are offal!

Offal takes many forms. The simplest definition is the entrails and internal organs of an animal used as food. It can also be known as variety meats, pluck or organ meats. Within the broader definition come a variety of individual dishes, such as Brawn (or Head Cheese as some enticingly call it), Chitterlings, Tripe and Sweetbreads. More familiar examples include Black Pudding, chicken liver pate and, arguably, a sausage that uses a sheep, pig or ox intestine, or caul, for its case.

If ever you must 'eat Humble Pie' you would be eating offal. The name comes from Umble Pie, a European medieval pie made using an animal's 'pluck', its heart, liver, lungs (or 'lights') and kidneys. Any available animal could be used, but deer were preferred. Umble evolved from Numble, which is itself derived from the French *Nomble* meaning a deer's innards.

But why should any of this concern us? What of the humble faggot? When two or more volunteers gather in the tea-room you can be sure that, if the conversation isn't about boats, it will be about food. Or surgery. In any conversation, be it maritime-themed, food-related or medical, nostalgia is a key component. Offal was discussed recently and I was surprised that, while brains, brawn and tripe were well remembered, faggots were unfamiliar.

A faggot is a meatball made from minced pork liver and heart mixed with breadcrumbs, onion and herbs and either fried wrapped in bacon or stuffed in caul and baked. As might be expected from a dish made from the bits of an animal that might otherwise be thrown out, faggots were a cheap dish enjoyed by working people. The dish supposedly originated in west Wiltshire, England, spreading from there to the West Midlands and South Wales as the industrial revolution enticed agricultural workers to factories and mines during the nineteenth century. Known as 'Ducks' in the north of England the dish was promoted throughout WW2 rationing before dropping out of fashion in the later twentieth century everywhere except the West Midlands. I enjoyed many dishes of faggots in Worcestershire pubs in the nineties, and I understand that the modern trend of 'nose to tail' eating has seen them reappear in British supermarkets in recent years.

There is evidence that faggots found their way to Tasmania, but possibly only to the north-west. *The Advocate* printed a recipe for pork faggots (using lean pork and lamb's fry rather than pork innards) under the heading 'New Ways with Pork' in 1946, and a recipe called 'London Faggots' using sheep's fry and bacon appeared in 1947 under the heading 'Liver Dishes for Invalids'. The name seems to have been applied to any dish resembling a meatball, with a recipe in the *Circular Head Chronicle* of 1908 using left over roast beef and cooked ham. Unsurprisingly, given this lack of respect for tradition, the *Examiner* reported in 1937 that, among the other requests received by the Empire Broadcasting Service of the BBC, one had been received by a gentleman in Australia who asked: 'If you will be so kind as to send (my wife) the recipe for faggots. She can't get it here.'

A bit late perhaps but, on behalf of the BBC, I'm happy to oblige.



## FAGGOTS AND VEGETABLES WITH ONION GRAVY

### Ingredients

- 4 oz /110g fatty pork shoulder, roughly chopped
- 4 oz /110g pig's liver, roughly chopped
- 8 oz /250g fatty belly pork, roughly chopped
- 4 oz /110g bacon scraps
- 4 oz /110g breadcrumbs
- 1 medium onion, finely chopped
- 1/2 teaspoon mace
- 1 teaspoon allspice
- 2 tablespoons chopped parsley
- 2 sage leaves, finely chopped
- 1 small red chili, de-seeded and finely chopped
- Salt and pepper to taste
- Caul fat, sausage skins or streaky bacon

### Method

Preheat the oven to 170 C/445 F/Gas 3.

1. Mince all the roughly chopped meats in a hand mincer or chop using a food processor taking care not to over mix and create a mush.
2. Place the minced meat into a large bowl. Add the breadcrumbs, onion, herbs, spices, and a pinch of salt and pepper. Mix thoroughly.
3. Wet your hands under running cold water, then divide the minced meat mixture into eight evenly sized portions and roll into balls.
4. Wrap each ball in caul or streaky bacon, making sure the caul or bacon overlaps and is secure.
5. Place the faggots onto a baking sheet and bake in the hot oven for 50 to 60 minutes. Once cooked, remove them from the oven and serve with mashed potatoes, peas and generous amounts of rich onion gravy.

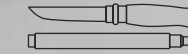
For the authentic West Midlands experience, this dish can be accompanied with a pint of Bank's mild.


MICHELLE BLAKE  
Historical Research

### ASSISTANCE WITH:

- » Family history and genealogical enquiries
- » Maritime, military and provenance research
- » Lands title searches
- » Consultation sessions are available

Michelle is a member of the Professional Historians Association, and is located in Hobart, Tasmania. She offers a professional and confidential service.



mablake2@live.com.au   
mbhistoricalresearch.com



*Lady Nelson*  
sailing most weekends  
& public holidays  
(1½ hour duration)

\$30 adults | \$10 children

Phone 03 6234 3348  
[www.ladynelson.org.au](http://www.ladynelson.org.au)

# EXPLORE HOBART ON THE RED DECKER



SPECIALISED BUS CHARTERS

SOCIAL GROUP EXCURSIONS

OPEN-TOP & CLOSED-TOP BUSES

 (03) 6236 9116

[www.reddecker.com.au](http://www.reddecker.com.au)

Proudly supporting the  
Maritime Museum of Tasmania  
since 2000.



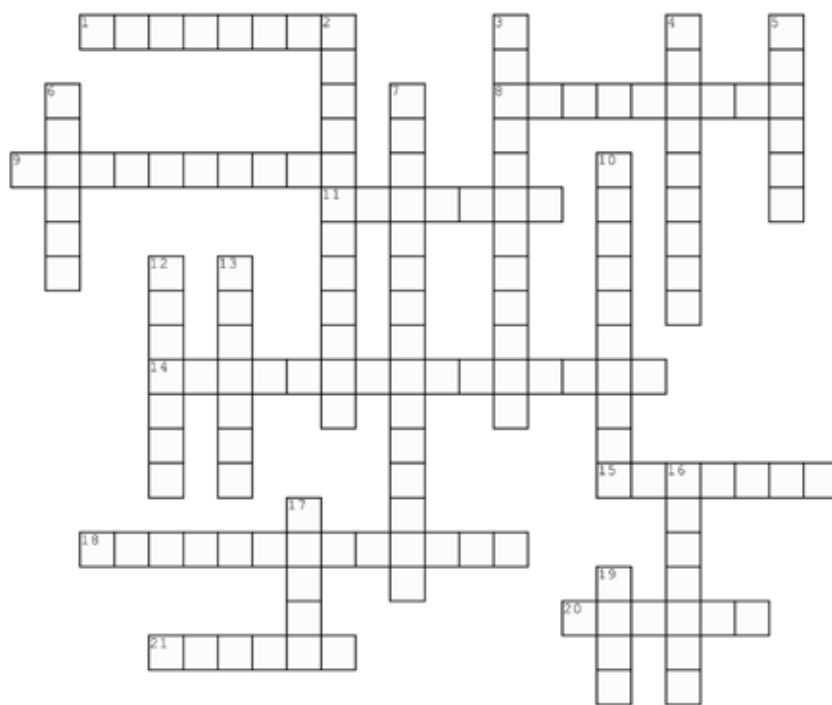
# Have you been reading our *Maritime Times*?

Search for crossword answers in the pages of this magazine and enter our competition to win a ...

**\$25 voucher**



Created with TheTeachersCorner.net Crossword Puzzle Generator



**Across**

- 1. seals on Macquarie Island
- 8. Carnegie Gallery exhibition
- 9. Steamer to King Island
- 11. Tasmanian canoe
- 14. Sarah Island catamaran
- 15. Island for a president's holiday
- 18. Galley meal originated in (4-9)
- 20. Flag raised by InCat
- 21. Kaitane's main cargo

**Down**

- 2. MMT Mascots on holiday (4-3-5)
- 3. Postcard pic (6-6)
- 4. New item in MMT Collection made from (6-3)
- 5. Used to get ashore from a cruise ship
- 6. AMC's alliance
- 7. Flinders Is. ferry operator (8-7)
- 10. Sailing most weekends (Advt) (4-6)
- 12. Maritime training initiative
- 13. Tasman Island mailboat
- 16. Book: Ice in the ...
- 17. Shipwreck on Macquarie Island
- 19. TasPorts new venue (3-1)

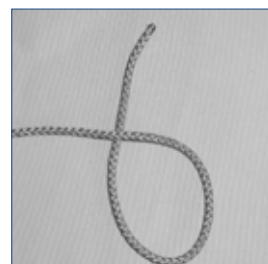
All correct entries received before 15 November 2018 go into the draw for a \$25 voucher for the Museum's gift/book shop. One entry per person. Entries on a photocopy of this page, or scanned entries, are acceptable. First correct entry drawn is the winner and will be announced in the December 2018 issue of *Maritime Times*. Post your entry, with name and contact details, to The Editor, *Maritime Times of Tasmania*, GPO Box 1118, Hobart, Tas. 7001, OR send as an email attachment with subject MTT 64 CROSSWORD to [admin@maritimetas.org](mailto:admin@maritimetas.org) Judges' decision is final.

## knot so hard

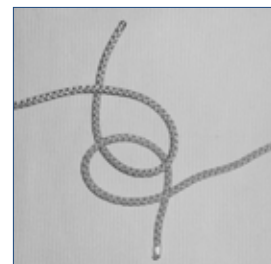
a series by Frank Charles Brown

### No 47 – The Corrick Bend

This bend is reported to be illustrated in The Ashley Book of Knots, but without a name. It was named by H Asher due to its relationship to the Carrick Bend.



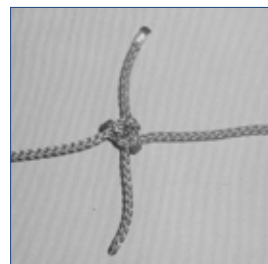
1 Form a loop.



2 Form a loop with the other rope, placed as above.



3 Pass the Working Ends through the opposite loops.



4 Dress the knot down as above.



## TasPorts news

TasPorts' stunning Macquarie Wharf 2 cruise terminal is an impressive part of Hobart's exciting and attractive waterfront and the entry point for thousands of cruise visitors every year.

Instantly recognisable, the huge and fabulous Mac 2 venue also hosts major events from music concerts to luxury weddings and car launches by some of the world's top brands including Mercedes Benz and Lexus.

TasPorts' Mac 2 is an important part of the modern, confident face of Tasmania's thriving capital city and a symbol of its bright future; the building also has a fascinating past.

When the Mac 2 shed was built in 1958 it was believed to be the largest cement shed in Australia. Cold stores were positioned on the northern side of Mac 2 and were used to store everything from apples to hops—two products for which the craft-beer drinking Apple Isle is still rightly famous. Tasmania's relationship to apples is legendary. The island became known as 'The Apple Isle' because it was once one of the world's major apple producers. Hops has also been big business in Tasmania, especially during the early 1990s when Tasmania was responsible for approximately 70 percent of Australia's hops production.

Mac 2 offers a window into the past both through the building itself and the land on which it sits. Tasmanian aboriginal people, the Mouheneenner, were the caretakers of modern-day Hobart including the river we now call the Derwent for tens of thousands of years.

The docks where Mac 2 now sits were developed following the arrival of Europeans because the river offered a highly prized deep-water port.

Hobart's waterfront developed through the nineteenth and twentieth centuries, offering a home for iconic companies like IXL Jams and vital port infrastructure like the Macquarie Wharf 2 shed.

Jump forward to the modern day and the former cement shed is now a spectacular cruise facility, which opened in 2013 to meet the increasing cruise demand.

The cold stores have been demolished and the interior

and exterior facade given a major facelift but the warehouse shell remains intact as a living connection with the building's past.

Mac 2 is also now a world-class venue with modern polished concrete flooring and large glass windows offering incredible views of the River Derwent and Hobart's iconic Sullivans Cove against the backdrop of Mount Wellington / kunanyi.

Mac 2 occupies a prime position on Hobart's waterfront and is an ideal venue for large and small events. It can cater for more than 1100 guests and event staff while the waterside wharf apron, which extends the length of the building, offers even more space in the fresh air.

Anyone looking for a breathtaking event space with a proud past in a world-class location in one of Australia's most beautiful cities would do well to consider Mac 2.



**Mac 2**  
**'cement shed to stunning venue'**

For further information about hiring Mac 2, please contact TasPorts Events Coordinator Joel Lipson. 03) 6222 6056 — [events@tasports.com.au](mailto:events@tasports.com.au)



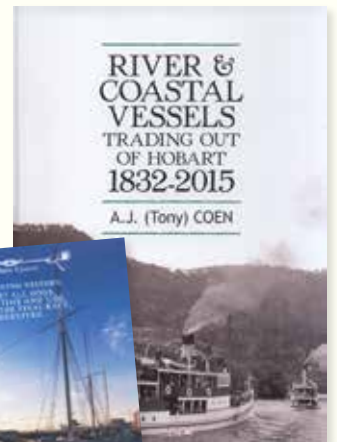
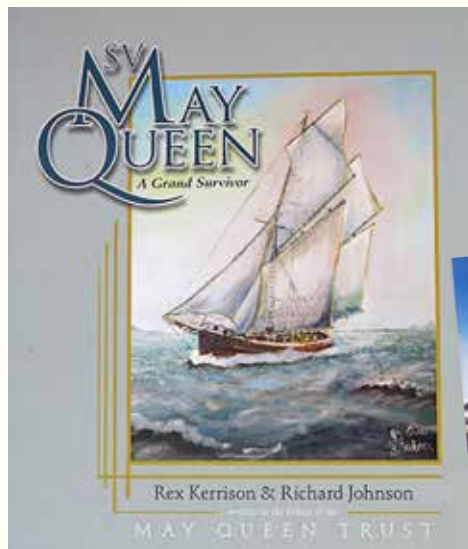
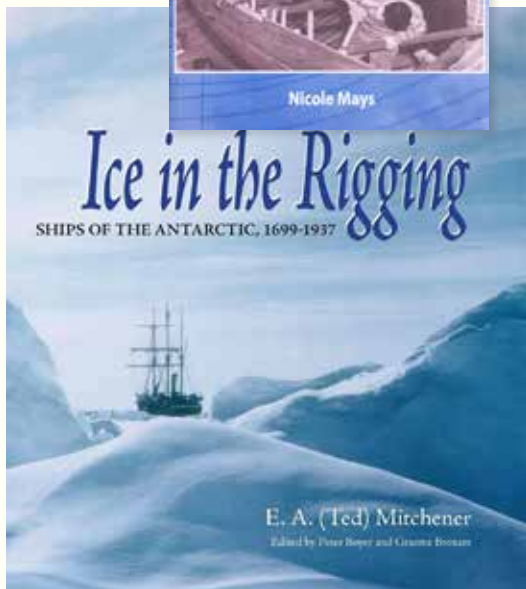
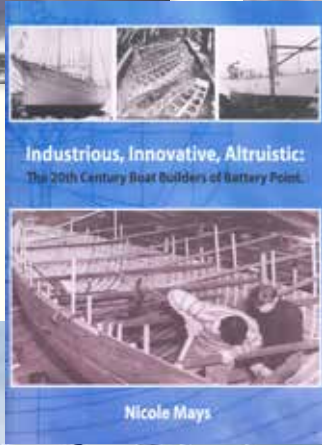
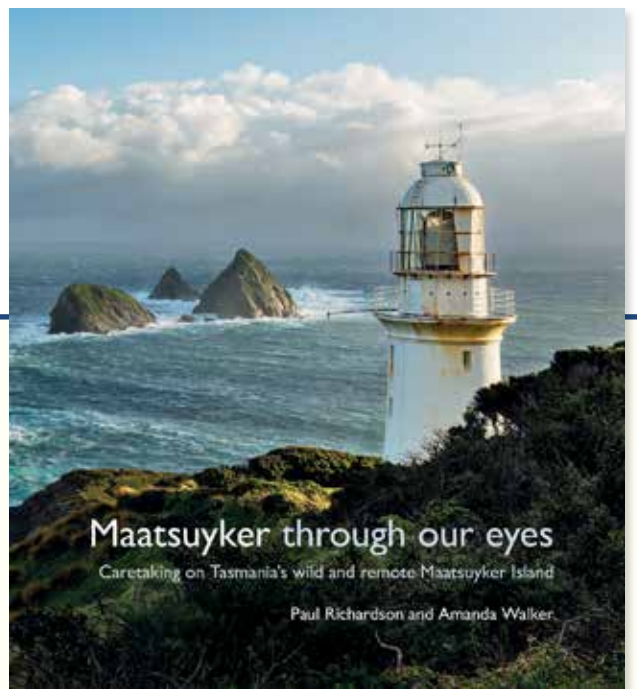
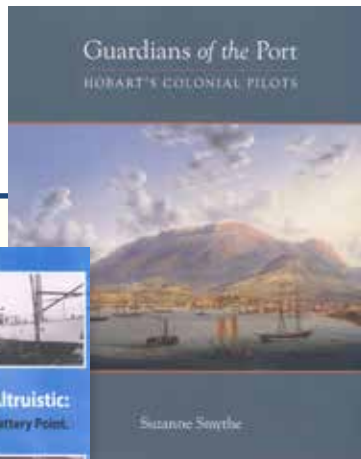
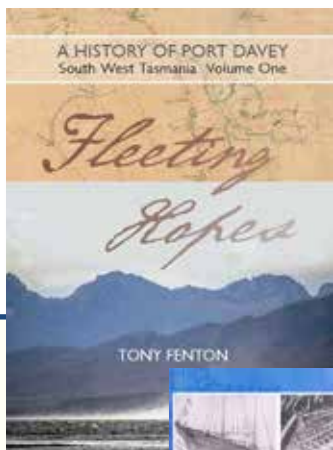
left:  
Event at Mac 2



right:  
Honda Civic Type R  
launch at Mac 2

Photos supplied by  
TasPorts





*Mertz & Me, by Basilisk: Adventures of an Antarctic sledge-dog*

Basilisk was a Greenland Dog bound for Antarctica on a sailing ship. After an enforced stopover at the quarantine station at Taroona, he sailed to Macquarie Island before reaching his destination. He and his Swiss trainer, Dr Xavier Mertz, worked hard and had a lot of fun but the challenges they faced were huge. In this book, Basilisk tells the story of Douglas Mawson's expedition from *his* perspective.

Illus. 70 pages, soft cover, A5. ISBN 9780992562304; German version *Mertz & Ich, von Basilisk* ISBN 9780992562335



# Rolph's Nautical Gift & Book Shop

OPEN 7 DAYS — 9am–5pm — CALL IN AND BROWSE

Lots of gifts available in the Maritime Museum's shop. Call in to see the full range—books, DVDs, clocks, barometers, mugs, globes, ships' models, etc.

10% DISCOUNT for MMT members (+ postage & handling)

[shop@maritimetas.org](mailto:shop@maritimetas.org)