

Maritime Times *of Tasmania*

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Lady Nelson, one of the tall ships at Hobart's 2019 Wooden Boat Festival — more on p.14

Photo: ©Mithun Rajshekar | BALLANTYNE Photography

Summer!

— 2019 MyState Bank AUSTRALIAN WOODEN BOAT FESTIVAL —
— CRUISE SHIPS IN PORT — Rolex SYDNEY to HOBART YACHT RACE—
— REMEMBERING 1998 —

CARNEGIE GALLERY'S NEW EXHIBITION: 'Shipwrecks in Tasmanian Waters'



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 (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.



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The Committee also includes representatives from external organisations: Hobart City Council – to be advised, 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 February 2019.



from the president's log

by Kim Newstead



Dear Members and Friends of the Museum,

I am delighted to report on another highly successful year, with nearly twenty-three thousand visitors to the Museum, a 17% increase on the previous year. This record number of visitors translated into a record trading result and, when combined with successful grant applications, places the Museum in a sound financial position. Remembering that we are a not-for-profit, membership driven, voluntary organisation and, unlike other major museums in Tasmania, not reliant on direct government funding, we can all take a great deal of pride and satisfaction with our 2017–2018 results.

Before commenting on a few of our activities, I would like to thank three sections of our organization. In particular I have been extremely fortunate as your President to have had such a willing and helpful committee. Thank you to the executive: Vice President Rex Cox, Secretary Beth Dayton and Treasurer Ross Studley. Thank you to the management committee members: Michael Stoddart, Roscoe Barnett, Pip Scholten, Chris Tassell and Michelle Blake. Roscoe retires this year and we acknowledge his valuable contributions, particularly in assisting John Wedd with *Westward*.

More than a hundred volunteers contribute on a regular basis to the smooth running of our Museum: welcoming our visitors, undertaking research, operating our shop and a myriad of other tasks. Thank you, volunteers. The Museum opened 363 days last year: 2904 hours requiring at least four volunteers every day. This voluntary support equals an annual contribution of a staggering \$645 000. Needless to say without this level of volunteer support the Museum simply could not function. It is astonishing to consider that over the last ten years our volunteers have contributed time worth well in excess of six million dollars simply to keep the Maritime Museum of Tasmania open!!

Our staff continues to commit in so many ways. Thank you to Rona, John and Mark for your ongoing enthusiasm and dedication. Thank you to all the contributors to our success: the committee, our volunteers, staff and members. Well done to all of you.

During the past twelve months, our Carnegie Gallery hosted a number of exhibitions. 'The Turning Tide—Australia's War at Sea in 1942' prepared by staff and volunteers, was followed by Richard Bennett's retrospective of photographs of the Sydney – Hobart yacht race. This highly successful exhibition was co-curated by our curator and included a private showing as part of the SB20 world championships.

Jack Chesterman, a UK based artist, presented works on the theme 'May Queen and the Sixareen: Archeology of Journeying' and we hosted the 2018 Tasmanian Art Quilt prize in partnership with the Tasmanian Quilting Guild. In a first for the Museum, MONA hired the gallery as part of the Dark MoFo festival to stage *Island Shrine*, a video and sound installation, which was visited by 3200 people.

In the New Year we will be advertising an additional part-time staff position, for an Assistant Curator to help Rona with an expanding workload, especially the exhibition program in the Carnegie Gallery.

Approximately 250 children, plus parents and carers, attended the four school holiday programs offered during the year. A team of 8 volunteers prepare and host these programs. This activity is growing year by year under the direction of our Maritime Heritage Coordinator, John Wadsley. The Museum hosted 27 school groups consisting of 925 students plus teachers and carers, with most groups receiving a volunteer-led guided tour. Eleven monthly talks were held in the Royal Society Rooms of TMAG. Audiences averaged 50 attendees, a 20% increase on the previous year, and with a half and half mix of museum members and non-members. Twelve community groups, totalling approximately 200 people, were given guided tours of the Museum by volunteer guides. In addition, Rex Cox gave talks featuring the Maritime Museum to six different organisations around Hobart.

In May, 60 people representing groups from around Tasmania attended the Maritime Heritage

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from the president's log (cont.)

Organisations of Tasmania seminar at Swansea, demonstrating that our islands' Maritime Heritage has a strong and healthy band of advocates. The Maritime Museum is responsible for the delivery of MHOoT initiatives. Five travelling exhibitions prepared by the Maritime Museum of Tasmania were shared between 12 venues around the state. All of these activities, including our engaging program of exhibitions in the Carnegie Gallery, help increase our profile, encouraging increasing numbers of visitors.

Upstairs, our volunteers in the library work on various projects and research requests, with 74 such requests from members of the public logged. Our volunteer registrar, Anne Ashford, does an outstanding job working five mornings a week registering new donations and administering the Museum's collections. A total of 87 donations, many comprising multiple objects, documents or photographs, were registered during the year. Significant donations included Robert Guilbert's diary from his Antarctic voyage as a Leading Seaman aboard *Wyatt Earp*; three paintings once owned by Captain Henry Bennison of the Tasmanian Steam & Navigation Company (TSN Co.); two prints of Richard Bennett photographs; a rope ladder believed to have been used aboard HMS *Lord Nelson* and HMAS *Stuart* in the early years of the twentieth century; examples of Moth and Sabot dinghies and the siren from the Hobart lifting bridge.

The Museum shop is organised by volunteers Tiiu Raabus and her assistant Pip Scholten. A considerable amount of time is spent sourcing stock and administering this vital activity that contributes 20% of our income. This year the shop received a lick of paint, new display cabinets and storage cupboards which have greatly enhanced its appearance and general operation.

A very special thank you to long time member John Clennett from Clennett's Mitre 10 who donated a complete kitchen, including the kitchen sink & tap, that was assembled and partly installed by your President. This space now serves as a useful meeting room complete with new fridge and dishwasher to service gallery functions.

We have been able to complete the upgrade of our computers and the new cash register is providing useful reports. The NBN has been installed, resulting in a significant reduction of our telephone expenses.

During the year, two long-serving members made generous financial donations enabling the establishment of an endowment fund independent of day to day activities and administered by a subcommittee. The donations will be used to purchase objects for the collection; conservation of objects; exhibition development and support of education initiatives. Please consider a donation or bequest to this tax-free endowment fund.

Eva Ruzicka recently retired from our committee as Hobart City Council representative. She achieved miracles on behalf of the Museum facilitating a number of building improvements, the latest being the removal of rising damp issues that will enable better use of the basement storage area. Thank you, Eva. We wish you well in your retirement.

I am very pleased to record the presentation of life memberships to Bob Andrewartha, Beth Dayton and Louis Rodway at our 2017 Christmas luncheon.

A special thank you to Chris Tassell for providing us with a new acquisition policy. The management committee has endorsed the policy that provides clear, unambiguous criteria for future acquisitions.

The Museum gratefully acknowledges Arts Tasmania, the Hobart City Council, TasPorts, the Tasmanian Museum & Art Gallery, and Murdoch Clarke, whose active support of the Museum encourages our ongoing growth and community participation.

I continue to enjoy my role as President and I look forward to serving the Museum for another two years.

—Kim Newstead

new members

We welcome new members:

Peter Hughes	Grant Hawley
Colin Taylor	Stephen Watchorn
Peter Wheeler	Derek Pearce
Michael & Sharon Delaney	

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

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



the carnegie gallery

... at the Maritime Museum

THE RECENT COLLABORATIVE EXHIBITION 'Submerged: Stories of Australian Shipwrecks', convened by the Australian National Maritime Museum and the Australian Maritime Museums Council, proved very popular with our visitors.

The travelling component, eight large pull-up banners, has now moved on to Mannum in South Australia. But we're sticking with the shipwreck theme and adding our own stories of Tasmanian wrecks and more objects from our collections, as well as objects borrowed from around Tasmania, under the banner 'Wrecks in Tasmanian Waters'.

Featuring fishing boats, yachts, convict transports and coastal trader stories cover over 200 years of Tasmanian wrecks and come from all around the Tasmanian islands —and we still only have room for a handful.

Lifebuoy, and remains of life-raft and its sea anchor from *Blythe Star*. After their ship sank off the south west coast of Tasmania in October 1973, the nine surviving crew members spent nine days in the raft before coming ashore on a pretty wild bit of the Forestier Peninsula. The objects, on display for the first time, help tell the story of the wreck and the crew's ordeal. Photo: MMT Collection



WRECKS IN TASMANIAN WATERS

This exhibition will remain on show until after the Australian Wooden Boat Festival in February 2019.



A NEW PUBLIC ARTWORK HAS APPEARED in Franklin Square, across the street from the Museum. Designed by Dr Nigel Helyer, the piece features two separate sculptures: one depicting the ribs of a sunken *Erebus*, famed for its voyages to both Antarctic and Arctic oceans, and the other a representation of a Tasmanian Aboriginal canoe.

A SOUNDCAPE presenting archival and community oral stories accompanies the work. The canoe will serve as a bench and climbing plants will be encouraged to entwine the ribs to form a shady arbour.

The image (above) was taken during installation, before the official opening of the work. Photo: MMT Collection

from the brig

Welcome to our Summer issue.

Visitors flock to the Hobart waterfront in summer and our content reflects on the busy season ahead of us. We review the coming cruise ship season as well as preparations for the Rolex Sydney Hobart Yacht Race. Later in the summer the MyState Australian Wooden Boat Festival takes over the waterfront for the four days of the Regatta long weekend in February. As usual the Museum will present *May Queen* and *Westward* in Constitution Dock.

The Museum's Annual General Meeting was held in November with those officers standing for re-election elected unopposed. The President's report for the year, outlining record attendances and other activities throughout the year, can be found on pages 3-4. Contact details for your committee are on page 2.

We congratulate volunteer Kim O'Leary who recently got married. We think that's the first time a volunteer has taken leave for their own wedding ceremony.



MMT Collection

Ships-in-bottles. Our committee member Michael Stoddard is a keen ship modeller and is planning an unusual event for the forthcoming Wooden Boat Festival, for which he is seeking your help.

Do you own any ships-in-bottles? Do you know anyone who has some ships-in-bottles? The Australian Wooden Boat Festival (AWBF) in February 2019 will establish a record for the largest number of ships-in-bottles at one place at one time on Saturday 9 February 2019 at 1pm in Macquarie Wharf 2 (cruise ship terminal). If you would like to contribute to this event, and participate in setting the record, please bring your bottles (and your friends' bottles) to the venue anytime from 8.30am on Saturday 9 February, when they will be registered and placed on supervised display. Ships in light globes or other glass containers are acceptable, as are glass ships in bottles. If in doubt, bring it along!

The official count will be made at 1pm and bottles can be collected between 1.30pm and 3.30pm. Every participant will receive an AWBF Certificate of Participation. This is a once-in-a-lifetime opportunity to participate in a notable maritime event, as well as to see a huge range of tiny ships! Further information: phone 0409 854 847



LARC at Macquarie Island, Feb. 2002

Photo: Murray Doyle

letter to the editor

Dear Editor,

I read with interest the article in *Maritime Times* No 64 about ship to shore operations at Macquarie Island. Having served on RSV *Aurora Australis* from 1996 until retirement in 2016, I took part in many resupply operations. In the section on LARC operations there was no mention of the P&O LARCs that operated during resupply operations.

P&O Maritime purchased MV *Southern Supporter*, (formerly MV *Cape Grafton*), from the Commonwealth Government in 2000. Included in the purchase were three LARCs that had been used in the upkeep and resupply of lighthouses and navigation beacons. These found new work on RSV *Aurora Australis* for Macquarie Island resupplies (above) and, as many of these trips continued south to Casey Station (below) in Antarctica, were used there as well. Their service ceased with AAD in 2008 when, as stated in the *Maritime Times* article, AAD obtained their own LARCs from the Army.

Regards,
Murray Doyle
Master (Retired)
RSV *Aurora Australis*

Ed: Thank you very much, Murray, for that interesting additional information, and for the photos.

LARC at Casey Station, Antarctica, Feb. 2004 Photo: Murray Doyle



NEWS
FROM



AUSTRALIAN MARITIME COLLEGE

Drone training for the maritime industry

AMC Search, the commercial arm of the Australian Maritime College (AMC) and The Institute for Drone Technology™ have signed a memorandum of understanding to bring drone technology training into the maritime training environment. The partnership was launched at the MIAL SEA18 conference in Canberra in October.

Drone technology has unprecedented capacity to provide improvements in safety, efficiency and innovation in the maritime environment. The partnership aims to make Australia a leader in the integration of drone technology and maritime activities and to help build a highly-skilled workforce.

The first three courses, Remote Pilot's License, Safe Drone Operation for Managers, and Flight Basics: Hazards, Batteries and The Law, were offered at AMC's Sydney Study Centre in Darling Harbour in November.

'The potential for drone technology in maritime applications is enormous,' said Dr Joel Spencer, CEO of The Institute for Drone Technology. 'This is the first time a drone technology organisation has teamed with a maritime training organisation to provide contextualised drone training in a marine environment.'

'It is envisioned that by working together into the future this project could be expanded in a number of ways to further and more effectively embed drone technology training into maritime training programs.'

'This will ensure that AMC Search course participants not only have the skills demanded by employers in the near future, but can also become leaders in the integration of drone technology into maritime training in their own right.'

Partners on shipbuilding pathways

The University of Tasmania's AMC and TAFE NSW have strengthened their joint capability to supply skilled workers for Australia's naval shipbuilding program with an agreement to collaborate on education and skills development.

The two organisations have signed a memorandum of understanding to develop direct study pathways from TAFE NSW vocational education and training programs to the AMC's specialist undergraduate degrees, particularly in the areas of maritime engineering and global logistics management.

University of Tasmania Vice-Chancellor Professor Rufus Black said the Federal Government's investment in the continuous naval shipbuilding program has led to significant career opportunities for the next generation of engineers, project managers and logisticians.

'As the national institute for maritime education, training and research, the AMC has the expertise and infrastructure required to help build this capacity and support the goals of the naval shipbuilding program.'

This new memorandum of understanding builds on a longstanding partnership between TAFE NSW and AMC for articulation from their seafaring courses. The collaboration with TAFE NSW follows similar agreements that AMC has forged with TAFE SA and South Metropolitan TAFE.

above: College of Sciences and Engineering Executive Dean, Professor Brian Yates, University of Tasmania Vice-Chancellor Professor Rufus Black and TAFE NSW Chief Operating Officer Glen Babington sign the memorandum of understanding.
top left: Drone in flight
Photos supplied courtesy of AMC



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Majestic Princess at Hobart



Pacific Eden at Burnie

Tasmanian Cruise Ship Season 2018–19

By the time you read this, the cruise season will be well underway with Tasmanian ports again welcoming record numbers of ships and passengers.

BURNIE EXPECTS A TOTAL OF 27 VISITS BETWEEN October 2018 and April 2019, and one vessel will call into the Tamar on 16 December. Hobart is hosting 79 arrivals, plus another for Dark MoFo in June. Port Arthur continues to be popular, with 21 calls scheduled, but shipping companies have responded to environmental and community concerns about the impact of large cruise ships in Wineglass Bay and only two are listed for there, down from eight in 2017–18.

Sea Princess started the season at Burnie on 3 October and at Hobart the following day. It is no stranger to the State, in common with the majority of the other cruise vessels calling over spring and summer months, though there are some new names on the list. Perhaps the most notable of these is Cunard's *Queen Elizabeth* (90 901 grt/2010). Australian-based in February and March, it will visit Hobart three times (including an overnight stay), Port Arthur twice and Burnie twice—the first Cunarder to call at the north west port.

Majestic Princess (144 216/2017 – passenger capacity 3560) has also entered the domestic market this year and made its Hobart debut on 14 October, with another five visits through to 11 March. Though registered in London, Chinese characters below the name on bows and stern may give a clue to its previous area of employment! The prolonged playing of a tune on its siren was certainly calculated to attract attention as it backed out of the cruise terminal at Macquarie Wharf on the evening of 14 October. Other newcomers are Italian-built *Silver Muse* (40 791/2017) and German-built, Italian-registered *Aida Aura* (42 289/2003) to Burnie, Norwegian flag *Viking Orion* (47 861/2018) and *Viking Sun* (47 842/2017) to Hobart.



Queen Elizabeth (left) and Queen Mary 2

by Rex Cox and David Cooper

Ships in the Viking Ocean Cruises fleet carry a relatively small number of passengers (930 max. for *Orion* and *Sun*) and are fairly new on the Australian scene. *Pacific Eden* makes its final appearance this season following a recent sale, though will return to Australian waters as *Vasco da Gama* and is listed to visit Burnie, Hobart and Port Arthur as such in December 2019.

Burnie's popularity as a cruise ship destination has continued to trend upwards. While 31 visits in 2017–18 dipped through cancellations to 27 for this current season, bookings have soared to 42 for 2019–20. Thanks to the additional mooring dolphin installed last year by TasPorts to extend No 7 berth, longer cruise ships can now be accommodated in the port.

Burnie receives a notable variety of cruise ships ranging from the smaller luxury vessels to larger ones carrying thousands of passengers. Many visitors enjoy the ambience of a smaller, working port with woodchip piles, log yards and container stacks. They also appreciate the free shuttle bus connection with the nearby CBD and being met by the city's Mayor who is frequently on the wharf in his/her mayoral robes to greet tourists as they come ashore. While some passengers may remain on the ship, many visit the city shopping centre and features such as the Makers Workshop and the Pioneer Museum, and may take a hop-off hop-on tour, which includes the Emu Bay Rhododendron Gardens, Hellyer Whisky Distillery and restaurant and the Fernglade Forest Reserve. Others may opt for a longer tour which, depending on the length of the ship's stay, could be to Wynyard and its Motor Museum and scenic Table Cape, to Stanley, Cradle Mountain or other places of interest along the north west coast. □



Sea Princess

top: *Pacific Eden* and a full port at Burnie
inset: *Pacific Eden* leaving Burnie. Photos: David Cooper
above: *Sea Princess* at Hobart, before the bow was repainted. Photo: Rex Cox
below: *Viking Sun* at Lyttleton, NZ, due to arrive in Hobart in March 2019. Photo: Alan Calvert

facing page, top: *Majestic Princess* at Hobart
bottom: *Queen Elizabeth* and *Queen Mary 2* at Sydney
Photos: Rex Cox



Viking Sun

in remembrance



Dan Sprod, who passed away in November, was associated with the Maritime Museum from the very start. He was Chair of the Steering Committee that worked to establish the Museum and was elected President at the first Annual General Meeting of the Maritime Museum of Tasmania on 11 March 1974, a post he held until May of that year. Dan remained a member of the Museum for the rest of his life, returning as a volunteer after the move to our present home where he filled a weekly front desk spot until his final retirement four years ago following his 90th birthday.

Dan served as an ASDIC operator aboard HMAS *Glenelg* during World War 2 and was proud to be invited to the launch of the patrol boat of the same name in 2008. Dan's post-war career was as a librarian, first with the NLA in Canberra and then as Librarian at the University of Tasmania.

Early retirement gave Dan more time to pursue his passion for collecting books and to establish his own publishing imprint, Blubber Head Press, named after the location of his family farm at Blubber Head, Port Esperance. Over the years the press published a number of works, with Dan himself authoring important studies of explorer Ludwig Leichardt, adventurer Jorgen Jorgensen and navigator Matthew Flinders. Dan's interest in Flinders led him to undertake a solo trip to Mauritius, at age 88, in search of new knowledge of his subject.

Dan will be greatly missed, but our Museum is graced by a beautiful model of *Lady Nelson*, which was built by Dan's brother, John, and which Dan arranged to be donated to the Museum following his brother's passing. The model ship is a fitting reminder of Dan.



OCEAN MONARCH, a gas drilling rig from Bass Strait, is in the River Derwent at Ralphs Bay for three months to undergo repairs. Photo: Rex Cox

A RECENT UNUSUAL ARRIVAL IN THE RIVER DERWENT has attracted some interest. *Ocean Monarch* is a semi-submersible ultra-deepwater drilling rig owned by American company Diamond Offshore. It has a displacement of 42 569 tons, an operating draft of 22.7 metres and can drill to a depth of 35 000 feet (10 668 metres) in water to a maximum depth of 10 000 feet (3048 metres). The rig was built in 1974 and rebuilt to its current specification in 2008. It has been working on various contracts around Australia for the last few years,

coming to the Derwent from the Gippsland Basin in the Bass Strait where the rig had drilled two exploratory gas wells in water up to 700m deep for ExxonMobil. One online source, a few years old, suggests a day rate of \$410 000 for the rig.

Ocean Monarch is the second rig to visit the Derwent, the first being *Diamond M Epoch* which arrived in the river in August 1985, after working for some years off Tasmania's west coast.

CAPSTAN – Voyage 2



WE'RE EXCITED TO WELCOME YOU BACK ABOARD to learn more about the Collaborative Australian Postgraduate Sea Training Alliance Network (CAPSTAN). Since last time, we've been busy starting the voyage planning process and going through applications!

For our second voyage, we will be setting sail on RV *Investigator* from Hobart on 29 April 2019 and heading for the Bonney Upwelling region for hands-on experience with blue water research from biology to navigation, from chemistry to sea safety, from physics to tying a knot, from geology to scientific communication, and from climate to policy—the students will get an introduction to the interdisciplinary nature of marine science. The Bonney Upwelling region provides an excellent site for marine research from every angle. This area off Portland has plentiful submarine canyons coming off its narrow continental shelf. The interaction between the geological presence of the canyons and the physical ocean currents in the region drive nutrient cycling and subsequently determine the biological productivity of the region. These connections between the less visible physical constraints and processes and the more apparent (oooo a whale!) are at the heart of interdisciplinary research. From understanding these basic scientific principles, students can then look at the societal impacts from fisheries to ecotourism to resource management that all have very specific needs in the same geographic area. Communicating these links between disciplines, and between science and policy, is another essential part of preparation for the Blue Economy. So check out our website and stay tuned to hear from the students about their experience and about their science on the voyage blog.

Who will be sailing with CAPSTAN? Our applications for the upcoming voyage have closed and we're pleased to announce our 9 selected trainers and 20 students for this voyage will represent 16 Australian universities! The 29 CAPSTAN participants will join 11 additional science team members from Marine National Facility and



CAPSTAN
Collaborative Australian
Post-Graduate Sea Training
Alliance Network



above: Looking Beneath —Trainers and students eagerly watch the video feed from a vertical tow camera deployed to characterise the benthic habitat on the first CAPSTAN voyage.

left: State-of-the-art equipment —Trainers and students get a tour of the equipment available on RV *Investigator* and learn about the capabilities and challenges of each during the beginning of the first CAPSTAN voyage. Photos: Marine National Facility – Nov 2017

CSIRO and 20 crew members for a total of 60 people on board. CAPSTAN is a transformative approach to marine science education in Australia that puts our students with an interest in ocean sciences on RV *Investigator* to experience life at sea and start to grasp the complexities of the marine realm and work with the state-of-the-art equipment available to look below the surface. A key part of the experience is the variety represented by the science party, technicians, and crewmembers on board in terms of interests, time at sea, and experience. Learning to live in close quarters, semi-isolated from the world outside your new 94-metre long home is all part of the experience—and the friends made on board often last a lifetime. CAPSTAN seeks to provide the at sea experience and interdisciplinary breadth of a field that is unavailable in the classroom. 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 more quickly 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). CAPSTAN aims to provide a cross-generational platform for students to develop the interests, skills, and network needed to sustain our growing Blue Economy.

CAPSTAN is an Australian-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, showcase research opportunities in marine science, and expose students to a breadth of possible careers within marine science. <https://goto.mq/6g>



Rolex Sydney–Hobart Yacht Race 2018

by Colin Denny



Tasmanian entries: *Alive* — *Black Sheep* — *2Unlimited*

Three Tasmanian entries, one more than last year, will be among the 92 yachts on the starting line in Sydney Harbour on Boxing Day 2018 for the 74th running of the Sydney–Hobart Yacht Race. Interest in the race remains as strong as ever but local entries are a far cry from the Corinthian days of the late 1970s and early 1980s when Tasmanian yachts made up 10% or more of the fleet.

Alive – Hobart businessman, Phillip Turner, will be sailing home aboard *Alive*, his 22 metre canting keel Reichel Pugh racing yacht. Turner's Derwent Sailing Squadron entry is skippered by Tasmanian Duncan Hine from the DSS. *Alive* finished eighth across the line and fourteenth overall in a fleet of 88 starters in 2016, its last Sydney Hobart race.

Turner has raced *Alive* extensively throughout Australia and Asia since purchasing the former *Black Jack* in 2014. The yacht fits into the 'mini-maxi' size category. Her narrow and light hull combined with a powerful Southern Spars rig makes her a technically advanced and challenging boat.

Black Sheep – Matthew Pilkington and Rob Gourlay from the Royal Yacht Club of Tasmania have entered their Beneteau First 45 *Black Sheep* acquired from Sydney earlier this year. Pilkington and Gourlay, both experienced yachtsmen, previously sailed together in their small SB20 open keelboat. After competing in the SB20 world championships in Hobart in January 2018 they purchased *Black Sheep* to make the switch to ocean racing.

The previous owners, Derek and Martin Sheppard of Sydney, competed successfully in ocean races including the Sydney Hobart last year where *Black Sheep* finished second in ORCi Division 3. The yacht is a standard 13.7 metre overall Beneteau First series yacht designed by Philippe Briand and built in France in 2006.

2Unlimited – Greg 'Enzo' Prescott is the third Tasmanian entry with *2Unlimited* formerly the Farr 40 One Design Australian champion *Estate Master*. Prescott arrived with the yacht from Sydney in October and began the task of optimising the 12.4 metre one design day racer for offshore racing under the IRC (International Racing Certificate) handicapping rule. *2Unlimited* entered as registered at both the RYCT and DSS.

The main design change for *2Unlimited* is a heavier keel bulb recommended by Farr Yacht Design with about 200mm less draft. A sprit will be added to the bow for asymmetric spinnakers and the mainsail area will be reduced by removing some of the roach that incurs an IRC penalty. Sea berths and a table will be fitted below and other modifications undertaken to optimise rating.

Prescott was inducted into the Tasmanian Yachting Hall of Fame in 2016 following an outstanding career in both ocean racing and one-design sailing. He sailed his first Sydney Hobart in 1980 with his father aboard the half-tonner *Hotshot* and 2018 will see his 28th start in the race. Prescott has gathered together a top crew to sail *2Unlimited* including fellow Hall of Fame inductee Darren 'Twirler' Jones, master mariner Drew Meincke and Doyle sailmaker Nick Dineen.

Despite the late preparation the crew will be trying hard to win the coveted Tattersalls Cup awarded to the overall winner on handicap.

More information: www.rolexsydneyhobart.com/the-yachts/



Black Sheep. – Photo: Derwent Sailing Squadron

At the head of the fleet a record five 30.5 metre super maxi yachts will provide a thrilling spectacle at the start on Sydney Harbour as they begin their battle for line honours. No doubt they will try to avoid a repeat of the 2017 protest that saw *Comanche* gain the race record after *Wild Oats 11* was stripped of the honour. □

top: *Alive* – Photo: Alive Yachting
 above: *2Unlimited*, racing under previous owner as *Estate Master* – Photo: Michael Blackburn
 Inset: *2Unlimited* undergoing modifications – Photo: Colin Denny

Tall Ships

Lady Nelson (below) is one of eleven tall ships participating in the MyState Bank Australian Wooden Boat Festival. The mighty *James Craig*, HM *Bark Endeavour*, and *Soren Larsen* will be at Princes Wharf. Go to Elizabeth Street Pier to find the *Windeward Bound*, *Enterprize*, *Rhona H*, *Julie Burgess*, *Yukon* and *One and All*. All of these will be offering open ship inspections and harbour cruises during the festival, with cruise prices starting from just \$35.

You can't miss the magnificent sail training ship *Young Endeavour* at Macquarie One.

OPEN for public inspection on Saturday and Sunday 9–10 February.



Photo: Ron Oates, Ballantyne Photography

'This is one of the unique attractions at the MyState Bank Australian Wooden Boat Festival', says general manager Paul Cullen. 'Where else can you walk down to the waterfront, take your pick of beautiful ships, jump aboard any one of them and go for a sail? We are so lucky to have an open waterfront, a working port, right in the heart of our capital city. It's one of the reasons that you couldn't produce this event anywhere else in Australia.'

'We are very proud that Tasmania hosts one of the largest wooden boat festivals in the world, and that it remains completely free to the public. Support for the festival runs right across the community, from government to business, stallholders to volunteers and of course it attracts tens of thousands of visitors.'



The 2019 MyState Bank Australian Wooden Boat Festival (AWBF) is now just weeks away and we are looking at an exciting line-up for our 25th year as an organisation, presenting our 13th biennial festival. Once again, the festival will be a free event and we welcome guests from across Australia and the world.

In 2019, we're pleased to welcome the United States as our featured nation. Our 'cousins' from across the water will demonstrate that the wooden boat practice and heritage of our two countries have remarkable similarities as well as fascinating differences. In the American Precinct (next to Watermans Dock) visitors can see interesting boats and talk to the people who make and use them. US presenters will also feature at the Australian National Maritime Museum's International Wooden Boat Symposium and on the new Adventure Stage in Elizabeth Street Pier. A team of boat builders from the Northwest School of Wooden Boatbuilding will build a Haven 12 ½ in Franklin and present it on the festival site.

There's plenty of Australian content, of course, with an expanded Boats Ashore collection in Mawson Place/Morrison Street and a new and larger site for our Blundstone Shipwright's Village, at the bottom of Murray Street. There are some remarkable new additions, including traditional rope-making with hand-built wooden machinery.



Ned Trewartha and other Tasmanian craftsmen and women will present on the new Small Stages Program—a hands-on series of demonstrations and how-to sessions that will tune up your wood-working skills.

Over at Elizabeth Street Pier look out for the new Adventure Stage, the Wooden Boat Film Festival and Maritime Authors Centre. Go to Brooke Street Pier for the SpecSavers Wooden Boat Photography Exhibition and don't miss the Four Foot Twos and One Metre Yachts at the Henry Jones Art Hotel. The Tasmanian Seafood Industry Council will blow you away with some cutting-edge Augmented Reality (AR), seafood cooking demonstrations from Tetsuya Wakuda and Rodney Dunn,

and open ships on fishing trawlers. There's much more, including activities for children on Parliament House Lawns, the ever-popular Quick 'n' Dirty Boat Building Challenge, vintage machinery, and seaplane flights to check it all out from the air.

Don't forget to join in a slightly mad tilt at the Australian record for the largest collection of ships-in-bottles ever assembled on one place on Saturday 9 February from 10:00 am at TasPorts Mac One Cruise Ship Terminal. Carry on from there to see the Royal Australian Navy displays and an open day aboard HMAS *Choules*.

Mistral II

Mistral II is a classic wooden two-masted schooner built in 1922 in North Sydney by W. Ford for the then Commodore of the Sydney Yacht Club. It was one of the nine yachts that completed in the first Sydney to Hobart yacht race and subsequently participated in several more. *Mistral II* is 64 feet long and built of New Zealand kauri planking. In a remarkable act of generosity, *Mistral II* has been donated to the Windeward Bound Trust by the family of the late Ron Burton from Dural in NSW. Highly regarded as a very keen sailor, Mr Burton died in a tragic accident in June 2018 when his dingy capsized. Ron's widow, Barbara, said that her husband had loved boats all his life and he purchased 'the love of his life', *Mistral II*, in 1969.



Mistral II will undergo further restoration in her new Tasmanian home by the Windeward Bound Trust. The project will offer invaluable opportunities to train student shipwrights and carpenters, retaining maritime skills in Tasmania. The plan is to incorporate the yacht, on completion, into the Windeward Bound Trust's sail training programs. There is no doubt that the *Mistral II* will be a stand-out at the 2019 MyState Bank Australian Wooden Boat Festival. It will be the biggest boat by far displayed in the 'Boats Ashore' section of the festival.

www.australianwoodenboatfestival.com.au
for AWBF news and a preview of the 2019 program.

Images supplied courtesy of AWBF

knot so hard

a series by Frank Charles Brown

No 48 – The Boom Hitch

This hitch may be quickly tied and is reported to cope adequately with variable direction of pull and to work equally well whether wet or dry.



1 Wrap the Working End around the spar, making sure you have enough rope to complete the knot.



2 Continue carrying the rope around and crossing the Standing Part as shown.



3 Again, continue carrying the rope for another turn as shown.



4 Bring the Working End around and tuck under as shown, going over the last turn and under the previous one.



5 Draw up the knot and tighten.

In May 2018 our knotter, Frank Brown, attended the International Guild of Knot Tyers' AGM in exotic Loughborough, England, as featured exhibitor. Over the years Frank has produced a collection of figurines that he has given to many members of the Guild.



Unbeknown to Frank, the organisers asked the recipients to bring along their figurines, which were then placed in showcases immediately in front of the entrance doorway. Pictured is one gobsmacked knotter.



above: Frank at the International Guild of Knot Tyers
left: one of the figurines. *Knot toniaht. Josephine*



Remembering 1998

'May your bunk be always warm and dry'

by Peter Campbell

Midnight Rambler in the 1998 race. Photo: © Richard Bennett

This year's 74th Rolex Sydney Hobart Yacht Race marks 20 years since the tragic race of 1998. Peter Campbell recalls the event in which he was closely involved.

As they sail down the south coast of New South Wales on 27 December 2018, the leading boats soon to enter the eastern edge of Bass Strait, crews in the 74th Rolex Sydney Hobart Yacht Race will pause to remember the six sailors lost at sea in the tragic 1998 Sydney Hobart.

During a sked on 27 December, the day after the colourful start from Sydney Harbour, the Cruising Yacht Club of Australia (CYCA) will commemorate the 20th anniversary of 1998 by reading over marine radio the words originally spoken by the then CYCA Commodore at the Hobart memorial service, which was held dockside following the tragic race.

These words remember the six sailors lost in the 1998 race and honour them in the tradition of sailing, with Past Commodore David Kellett expected to recall at the sked: 'Twenty years ago this afternoon, the Sydney Hobart Yacht Race was embroiled in a severe storm which decimated the fleet and, ultimately, claimed the lives of six sailors.'

Past Commodore Kellett will then read the poignant words spoken by Hugo Van Kretschmar, the Commodore of the CYCA at the time:

Mike Bannister, John Dean, Jim Lawler, Glynn Charles, Bruce Guy, Phil Skeggs.

May the everlasting voyage you have now embarked on be blessed with calm seas and gentle breezes. May you never have to reef or change a headsail in the night. May your bunk be always warm and dry.

The Sydney Hobart Yacht Race has many memories for me personally going back to my youth when my uncle Alec Campbell (the last of the Gallipoli veterans) sailed aboard *Kintail* in the 1947 race, later the many years of my involvement as a newspaper, magazine and radio reporter, followed by many more years as the CYCA's media director.

Sad and vivid memories of the awesome and tragic 1998 Sydney Hobart, but also wonderful memories of the stories I wrote about over near 50 years: stories of seamanship and navigation skills, human courage and fortitude, frustrations and the humorous tales that have made 'the Hobart' the greatest ocean race in the world, a bluewater contest that in December 2019 will celebrate its 75th anniversary.

It was in my role as media director that, early on that fateful day in 1998, I and my wife Sarah were flying from Sydney to Hobart to set up the media centre at a hotel on Hobart's waterfront. As the Qantas aircraft passed above Gabo Island and the eastern side of Bass Strait we could see below us a swirling cloud formation, weird and ugly, virtually obscuring the sea and any possible sight of the bigger yachts heading south. It was, in fact, a cyclonic low pressure system that was about to slam into most of the 115-boat fleet. It was to bring death and destruction within the next few hours.

After watching the magnificent spectacle of the start on Boxing Day, my media team was busy distributing news around the nation and overseas, working through the night at the CYCA in Rushcutters Bay as we had by

then, rather belatedly, heard of the potential for stormy weather for the fleet. After a few hours' sleep, I was back at the media centre by 4am before catching the 6.30am flight to Hobart. By then, there were already several retirements as the fleet roared south under spinnaker before a brisk nor'easter gusting to 40 knots. Nothing too serious at that stage.

Within minutes of landing at Hobart airport, I was told that the cyclonic low we had flown over was creating havoc in the Tasman Sea, with mayday calls from several yachts. By the time we reached Hobart city where the media centre was already hard at work, the news was far worse. The Race Committee's operations team at the Royal Yacht Club of Tasmania at Sandy Bay was barely keeping up with reports from the Radio Relay Vessel of yachts retiring or seeking help as the storm worsened.

The Club's race information staff was trying to cope with calls from anxious families and at the media centre we were coping with calls from around the world for news of what had become a disaster at sea.

Race sponsor, Telstra, responded quickly to the emergency, sending technicians to install extra phone lines at both the Club and media centre. A massive rescue operation quickly swung into action under the direction of Australian Search and Rescue (AusSAR), a division of the Canberra-based Australian Maritime Safety Authority. Rescue helicopters, and navy and merchant ships were placed on high alert. The ABC news helicopter piloted by the late Gary Ticehurst played a key role in locating stricken vessels and relaying their positions.

Early that afternoon (still 27 December) came the first really serious incident when competing yacht *VC Offshore Stand Aside* was rolled and dismantled as the low pressure system (797hPa at its lowest and described by meteorologists as 'the bomb') exploded over the fleet. The yacht's deck imploded, the hull filled to about

40 per cent seawater. Fortunately, the ABC helicopter located the foundering yacht and the crew was rescued in an extraordinary courageous effort by the Southcare helicopter from Latrobe in Victoria.

Less than two hours later English yachtsman Glynn Charles was swept from the helm of *Sword of Orion*, the first of six sailors to die in what was to be worst yachting disaster in Australian maritime history. The Tasmanian yacht *Business Post Naiad* from Port Dalrymple Yacht Club on the Tamar River was rolled 360 degrees. Skipper Bruce Guy died of a heart attack below decks; crew member Phillip Skeggs drowned.

Over the next 36 hours, six yachtsmen would die, five boats would founder, 66 would retire from the race and 55 sailors would be saved in Australia's biggest ever maritime rescue operation, involving more than 25 helicopters and fixed wing aircraft, six sea-going vessels and about one thousand people. The bravery of the helicopter teams was extraordinary. But the race went on; the biggest boats missed the worst of the storm and the US maxi *Sayonara* took line honours. Australian sailors in smaller boats showed great seamanship, courage and fine judgment in continuing to sail south with the overall handicap victory going to CYCA members Ed Psaltis and Bob Thomas and their crew of the Hick 35, *AFR Midnight Rambler*.

Sayonara's American owner vowed 'never to do another Hobart...' And he hasn't. Ed Psaltis will be racing again this year, in another yacht also named *Midnight Rambler*.

Many Australians who competed in the 628 nautical mile ocean classic 20 years ago will be on the starting line for the 74th Sydney Hobart on Boxing Day, 26 December 2018, and about the same time next day, out in the Tasman Sea, I am sure they will scan the sea and skies and remember those fine sailors who lost their lives 20 years ago, adding: 'May your bunk be always warm and dry'. □

From tragedy has come safer sailing

Changes introduced and championed by the CYCA in the aftermath of the tragic 1998 Sydney Hobart Yacht Race have helped change ocean racing safety standards. The most noteworthy change, established by the CYCA following 1998, has been the introduction of the Safety at Sea Survival Course. This training method and qualification process has proved so successful that the concept has been adopted by the sport's governing body, World Sailing, as the global standard.

Other significant changes include:

- Crew experience: 50% of the crew must have completed the Yachting Australia Sea and Safety Survival Course. Minimum age limit for crew is 18.
- Personal safety gear: Crew must carry a personal EPIRB and a personal strobe.

- Life-rafts: One EPIRB and waterproof handheld VHF radio to be carried in each life-raft. Essential equipment must be stowed and secured so as to be available undamaged after launching and inflating. Life-rafts only less than 40kg to be stowed below deck.
- Batteries: closed or gel cell type.
- All boats are to carry a barometer.
- Mandatory radio checks and physical identification of storm sails prior to the start of the race.
- Green Cape: A mandatory report to be made to Race Management on the condition of crew, yacht and equipment when the yacht is abeam of Green Cape and about to enter Bass Strait. Severe penalty for non-compliance.

postcard from Oslo



'Svanen' & Norsk Maritimt Museum

<< Desemberdag ved Norsk Sjøfartsmuseum >>
Normann 01-A-417
Foto: Lars Kristiansen

A December day at the Norwegian Maritime Museum in Oslo. The museum has very interesting galleries and exhibitions as well as a marine archaeology department and a library. On display are figureheads, maritime artefacts and traditional rowing boats including clinker-built open boats. Collections document the history of Norwegian boatbuilding, and floating vessels include a 1916 schooner *Svanen* (The Swan), now a training vessel.

On the waterfront, just outside the museum, stand statues of Roald Amundsen and the four men in his South Pole party. Amundsen anchored his ship *Fram* in the River Derwent in 1912 and sent news of his triumph from the Hobart GPO.

The Norwegian Maritime Museum is on the Bygdøy Peninsula, overlooking the Oslo Fjord, and is close to the Kon Tiki Museum and the Fram Museum, which houses Amundsen's ship.

www.marmuseum.no

A PRIORITAIRE
PAR AVION



The Editor

'Maritime Times of Tasmania'

Maritime Museum

GPO Box 1118

HOBART, TAS. 7001

AUSTRALIA

Arrive at the Norsk Maritimt Museum
from Oslo city centre by bus or by ferry.
Definitely worth a visit! —Bjørn

book reviews

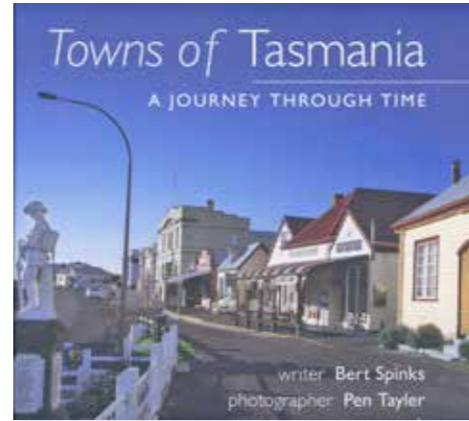
by Clío

TASMANIA IS UNDENIABLY PHOTOGENIC, but writer Bert Spinks goes further—asserting that Tasmania is also ‘truly one of the most interesting places on earth’. This book is a worthy attempt to uphold such a bold statement with essays on a selection of twelve towns. Each essay is illustrated with a dozen or more beautiful colour photographs of the buildings and landscapes of the subject towns.

Of the twelve, only four of the towns, Strahan, Stanley, Triabunna and Franklin, could be considered maritime. But we’re an island community—everyone has a maritime story, and everyone’s story contributes to the story of the island as a whole, so I feel it’s appropriate that we review this book in *Maritime Times*!

Spinks starts his story when Tasmania wasn’t an island, acknowledges the ancient communities that these towns supplanted and points out that, while this architecture may be young, these buildings are built on ground and from material that has witnessed thousands of years of human activity.

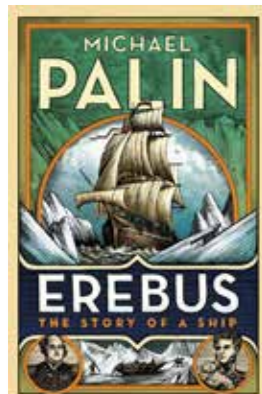
Each essay briefly summarises the town’s history, describes the modern town and the landscape in which it sits, and reflects on some characteristic of the town that has grabbed the author’s attention. Spinks grew up in Beaconsfield, one of the towns featured, and he likes to get beneath the skin of a place, probing at its identity from a less obvious perspective. So Derby, in the north east, is examined from the perspective of the influx of visitors brought to the town in recent years by the new network of mountain bike trails, while Franklin prompts thoughts on early French explorers and their encounters with Tasmanian Aboriginal peoples.



TOWNS OF TASMANIA: a journey through time
by Bert Spinks (2018); Photographer: Pen Tayler
Forty South Publishing, Hobart
ISBN 978 0 6483631 9 4
Hardback 240mm x 240 mm ; 200 pages; colour illus.

Spinks's writing is engaging and thoughtful and, while its tone suggests that the book is aimed more at visitors to the state than locals, there is still much for locals to learn about towns that we might take for granted. I didn’t know about the sundial war memorial (probably unique in Australia) in Bothwell, or that Stanley’s St James Presbyterian Church was originally built in London before travelling half-way round the world to the north west coast.

I recently had a conversation with my daughter about trying to experience your home town as a tourist, looking at a familiar place through fresh eyes. This book is certainly as good a place as any to start such a journey. As the writer admits, there are of course more than twelve towns in Tasmania, which leaves me hoping there will be subsequent volumes of this delightful work. I’d started compiling my list of towns to include before I’d finished this one. □



EREBUS: the story of a ship
by Michael Palin (2018)
Hutchinson, London
ISBN 9781847948137 (paperback)
xiv, 334 pages. Illustrations + maps

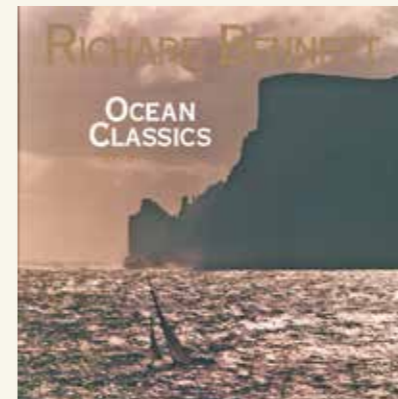
IN 2014 CANADIAN ARCHAEOLOGISTS ANNOUNCED THE DISCOVERY of what they believed to be the wreck of *Erebus*, lost, with *Terror*, on Sir John Franklin’s ultimately futile attempt to discover a North West Passage. Michael Palin has written a biography of the ship, from its launch at Pembroke Dock in 1826, through its early Royal Navy service in the Mediterranean, its two great polar voyages, first south to the Antarctic and then its final voyage north to the Arctic, completing the tale with its recent ‘sort of resurrection’ after nearly 170 years on the seabed.

Palin follows these voyages as literally as he can, and describes, in a lively and entertaining style, the lives of those aboard and something of the lives of people encountered along the way. Research for his book included a visit to the Maritime Museum of Tasmania to view material in our collections.

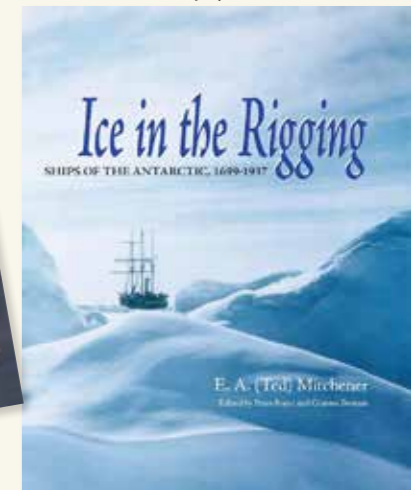
The 1841 and 1842 voyages to the Antarctic that brought the ship to Hobart are described in as much detail as the more famous, final, Arctic voyage, making the book of particular interest to Tasmanian readers.



OCEAN CLASSICS Richard Bennett's Sydney Hobart and Melbourne Hobart Yacht Races photography. Text by Bob Ross.



MAY QUEEN: A Grand Survivor —Book and DVD. Our oldest trading vessel, built at Franklin in 1867.



ICE IN THE RIGGING
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notes from the curator

by Rona Hollingsworth



Bronze sculpture of a southern right whale by Stephen Walker.

MMT Collection



Walker's whale sculpture at Cockle Creek

STEPHEN WALKER sculptures

MARITIME ART FORMS AN INTRINSIC PART OF OUR collections and we have been extremely fortunate to have received some interesting and significant donations of artworks over recent years. Most recently we have received an exciting and attractive addition to our collections, a bronze (above) by Australian sculptor, the late Stephen Walker.



above: *Seals* (Victoria Dock) by Stephen Walker. Photo: MMT Collection
below: *Tank Stream Fountain* (Sydney) by Stephen Walker. Photo: Whiteghost.ink [CC BY-SA 4.0 Wikimedia Commons]



Stephen Walker is best known for sizeable works installed in public places, such as the Tank Stream Fountain at Circular Quay in the heart of Sydney (lower left), and his work can be found throughout Tasmania. As Carol Raabus wrote for the ABC in 2013, 'if you've spent a day at Salamanca Market, walked through Launceston's Civic Square, camped at Cockle Creek or bushwalked at the Steppes, you've seen Stephen Walker's work'. His works, often, but not exclusively, large bronze sculptures, form part of the streetscape and encourage interaction from the passerby. Who hasn't trailed a hand in the water of the Tasman memorial at Salamanca or watched children (and sometimes adults) clambering over the huskies by the Victoria Dock bridge?

Born in Colac, Victoria in 1927, Walker left school at 13 and moved to Hobart in 1948 after a spending a couple of years at Melbourne Teachers College. In the 1950s, he travelled to Europe where he studied sculpture under Sir Henry Moore, perhaps the master of semi-abstract bronze sculpture. After returning to Australia Walker settled in Tasmania, where he created his body of work in a foundry beneath his house, working until well into his 70s.

Our piece (illustrated above, left), is on a rather smaller scale than much of Walker's work, but is none the less delightful. His 600mm bronze sculpture of a southern right whale captures the grace, power and majesty of its subject and was a preliminary work made as part of the process of creating the full-size sculpture that can be found at Adams Point, Cockle Creek (above, right). The donor, once a volunteer at our Museum, was a good friend of the artist and was in Walker's studio when the sculpture was poured. The Maritime Museum is extremely grateful for their generosity. □

high and dry

by John Wadsley, Maritime Heritage Coordinator

LAZY DAYS AT ECHUCA



PS *Canberra* underway on the Murray River



PS *Adelaide*

MARK HOSKING AND I WERE GIVEN TIME OFF (presumably for good behaviour, although that's debatable) from the frenetic activity at the Museum to journey north. In October we went to Echuca, for the annual Australian Maritime Museums Council conference.

Hold on! (I hear you say.) Why are we going inland for a maritime soiree?? Well, of course, it is because Echuca sits on the bank of the mighty Murray River. And they have lots of boats there (old and new), including the oldest operational wooden hulled paddle steamer in the world. The PS *Adelaide* was built in 1866 at Echuca. Yes, for our knowledgeable audience, you will all be saying that is a year older than our dear *May Queen*. It transported wool, red gum logs, farm supplies and other cargo from 1866 until the late 1950s. Then it was a static display in a local park until restoration began in the 1980s and it became a tourist boat.

And *Adelaide* is still very much the tourist icon today. At the Echuca wharf it lays alongside other heritage paddle steamers, including *Hero* (built in 1874, although after catching fire and sinking in 1957, it has been substantially rebuilt), *Etona* (1898), *Pevensey* (built in 1911 and used in the 1980s TV series 'All The Rivers Run' as *Philadelphia*), *Canberra* (1912), *Alexander Arbuthnot* (1916 originally built as a barge, converted in 1923), and *Pride of the Murray* (1924).

A paddle steamer pulling barges could carry 2000 bales of wool. In comparison, 20 semi-trailers would be needed today for such a load. Machinery, roofing iron, fencing wire, farm supplies, even luxuries such as pianos, could be transported inland along the Murray and Darling rivers. Then bullock or horse teams would deliver the cargo to final destinations. The furthest east on the Murray that could be reached by paddle steamers was Albury. Gundagai could be reached if the Murrumbidgee had good flows. In 1893, Mungindi on the Barwon River was reached, right on the NSW/Queensland border. That is a whopping 3000 km from the mouth of the Murray.



PS *Alexander Arbuthnot* and PS *Pevensey* at Echuca Wharf
Photos: John Wadsley

As we listened to the stories of the river steamers and the cargos they carried through the last half of the 1800s and up to the Second World War, it became very clear just how significant the river trade on the Murray-Darling was in the economic development of inland Australia. Echuca was developed from 1850 and became a critical part of the network, being the closest town on the Murray to Melbourne. This was further enhanced with the coming of the railway in 1864. By the 1870s it was Australia's largest inland port, with a 300-metre long wharf!

Echuca now has a population of about 15 000 people. Another 5000 people live in Moama just across the Murray in NSW. Echuca is a charming town, with some wonderful heritage buildings and many dedicated souls ensuring the town's history as well as the river trade history is not forgotten. The paddle steamer visitor centre has approximately 75 000 visitors per year. I must say we were well looked after on our three-day adventure in Echuca. The Port of Echuca Discovery Centre and the Echuca Historical Society were our wonderful hosts. We had a lovely cruise on the Murray (with scones and jam!), plus some great meals at local pubs. Hard yakka this museum business ... □

from the galley

CHEESE ON TOAST WAS ONE OF THE FIRST MEALS that I taught myself to cook. It took a while to get the hang of as I couldn't work out how to stop the cheese falling off the bread when I put it in the toaster. Once the technical difficulties were overcome, cheese on toast became a stalwart of my culinary repertoire, serving as a quick lunch, 'High Tea' or a late supper depending on circumstance.

It is one of those simple dishes where the basic ingredients support a variety of adaptations: blue cheese or brie with some diced bacon; thinly sliced onion and/or tomato under the cheese; a dash or three of Worcestershire sauce or a shake of cayenne pepper. Unsurprisingly it is one of those dishes that crops up in different guises in a number of countries. In France a *croque monsieur* is a toasted cheese sandwich with ham that becomes a *croque madame* if you add a fried egg. You could argue that a *Quattro Formaggi* pizza is essentially cheese on toast with added garlic and herbs while, more tenuously, in Finland a dish called *Uunijuusto*, which translates as 'oven cheese', is made by baking the first milk of a calved cow and serving as a dessert with fresh berries rather than on toast.

My favourite variant, though, is called Welsh Rarebit, or Rabbit, a name peculiar enough to demand a little investigation. How Welsh is Rarebit, and where does the rabbit come in? There is a strong cultural connection between the Welsh and cheese with many fine cheeses originating in Wales, Caerphilly being one of the best known. Andrew Boorde, writing in 1542, declared 'I am a Welshman, I do love cause boby, good roasted cheese', while Hywel Dda, a Welsh monarch in the ninth century, decreed that in cases of divorce cheeses that were washed in brine should go to the wife and cheeses that were hung should go to the husband. A sixteenth-century book of jokes included a story about how God found Welshmen tiring, so St Peter went outside his gates and called out that he had plenty of 'cause boby, roasted cheese'. All the Welshmen ran out of heaven after the cheese, whereupon St Peter nipped back in and locked the gates.

The Rabbit or Rarebit bit is rather more curious. It seems that Rarebit is a corruption of Rabbit, with the term Welsh Rabbit first appearing in print in 1725 and Welsh Rarebit following in 1785. The Oxford English Dictionary is quite firm that 'Rarebit' is an 'etymologising alteration' with no 'independent' use of the word. In other words it is unique to 'Welsh Rarebit'. No one seems to know quite where Rabbit comes from, other than perhaps it was used ironically as strict poaching laws made rabbits almost impossible for Welsh peasants to obtain legally. One writer points out that it is no more peculiar a name than Toad in the Hole, Mock Turtle soup or Bombay Duck.

Choosing the cheese for the recipe would be a whole separate article. A strong enough taste not to be overwhelmed by the Worcestershire sauce is needed, which probably counts out Caerphilly. I've always used a strong Cheddar but, in researching this article, noticed that a number of writers suggest Lancashire.

Here's a recipe for a single serve from theguardian.com



WELSH RABBIT

Ingredients

- 1 tsp. English mustard powder
- 3 tbsp. stout
- 30g. butter
- Worcestershire sauce, to taste
- 175g. cheese, grated
- 2 egg yolks
- 2 thick slices bread

Method

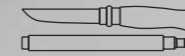
1. Mix the mustard powder with a little stout in the bottom of a small pan to make a paste, then stir in the rest of the stout and add the butter and about 1 tsp. Worcestershire sauce—you can always add more later if you like. Heat gently until the butter has melted.
2. Tip in the cheese and stir to melt, but do not let the mixture boil. Once smooth, taste for seasoning, then take off the heat and allow to cool until just slightly warm, being careful it doesn't solidify.
3. Pre-heat the grill to medium-high, and toast the bread on both sides. Beat the yolks into the warm cheese until smooth, and then spoon onto the toast, spread to the edges, and cook under the grill until bubbling and golden. Serve immediately.


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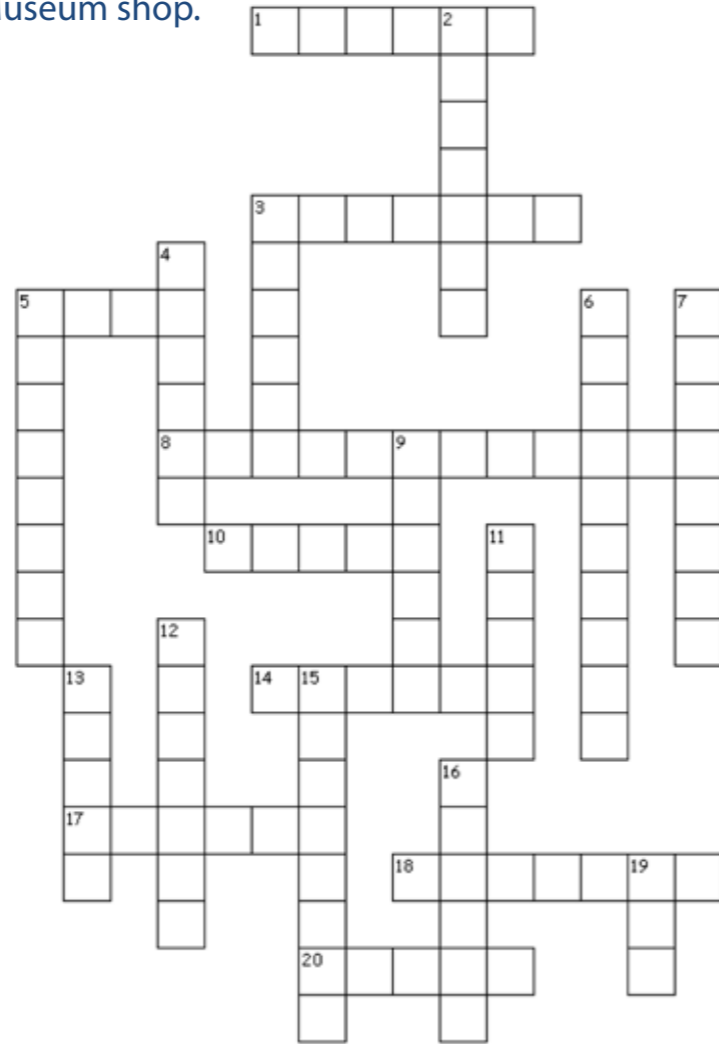
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Summer Crossword — for all *Maritime Times* readers

Search for crossword answers in the pages of this magazine and enter our competition to win a \$25 voucher from the Museum shop.



ACROSS

1. Country where *Black Sheep* was built (6)
3. Feb 2019- record attempt for most ships in (7)
5. Economy growing faster than the GDP (4)
8. Summer visitor in Ralphs Bay (5,7)
10. Donation to MMT ex lifting bridge (5)
14. Bridge upriver from Port Tower (6)
17. AMMC conference was held here (6)
18. Training program - leaves Hobart April 2019 (7)
20. Sydney Hobart Yacht Race sponsor (5)

DOWN

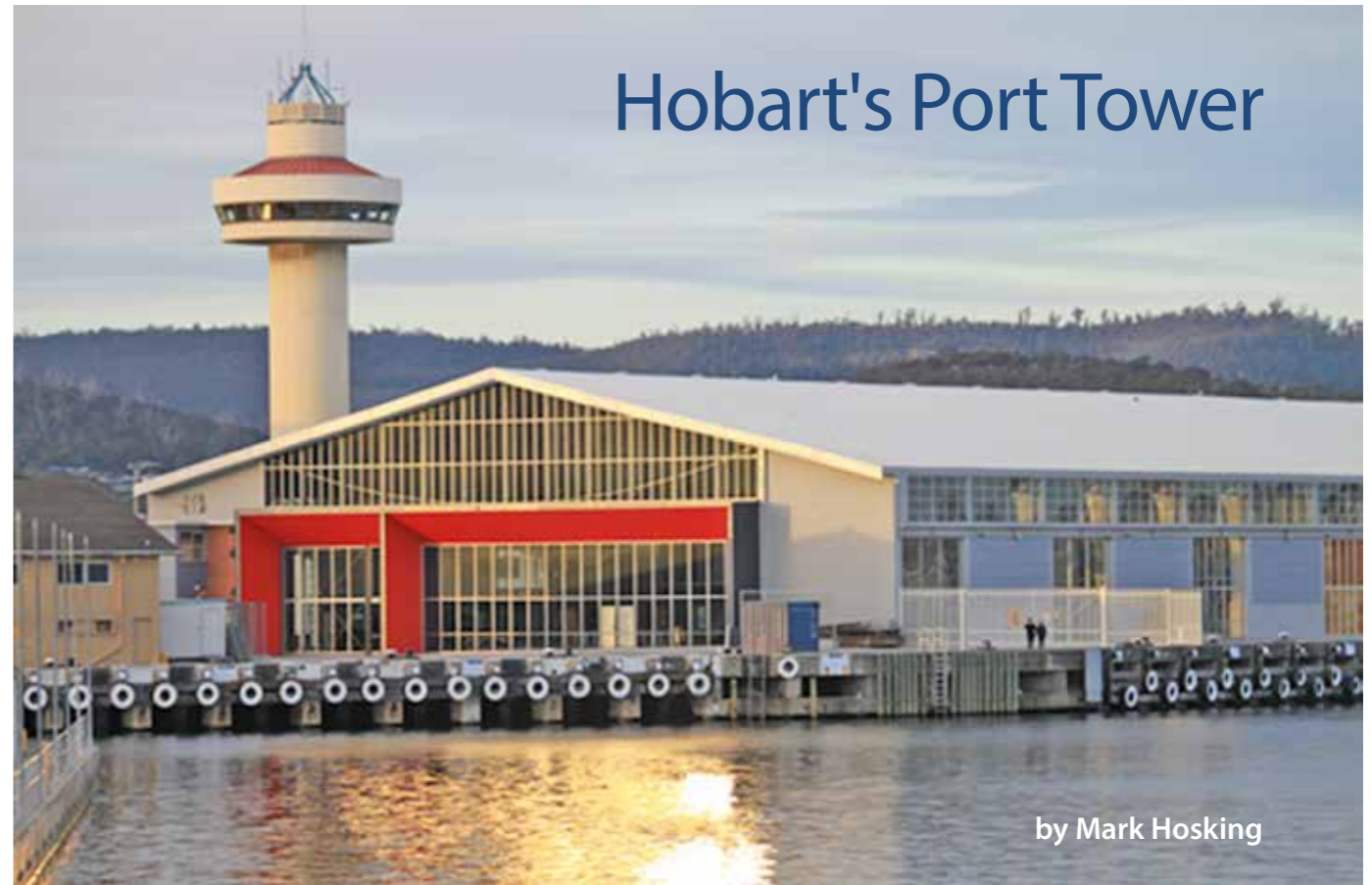
2. Open Day on HMAS in Feb 2019 (7)
3. Type of sculpture donated to MMT (6)
4. One of the Tall Ships is *Lady* (6)
5. Town with a sundial war memorial (8)
6. One of the best known Welsh cheeses (10)
7. Min. age for crew Sydney Hobart race (8)
9. 'Submerged' exhibition moved to (6)
11. Type of tech. training for maritime industry (5)
12. Mooring installed by TasPorts at Burnie (7)
13. How many LARCS with *Southern Supporter*? (5)
15. German-built, Italian reg. cruise ship (8)
16. 1916 schooner at Maritime Museum, Oslo (6)
19. Meeting held at Loughborough in May (3)

\$25 voucher

All correct entries received before 15 February 2019 go into the draw for a \$25 voucher to redeem in the Museum's gift and 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 March 2019 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 65 CROSSWORD to admin@maritimetas.org. Judges' decision is final.

There were five correct entries in the MTT 64 (September) crossword competition and the WINNER—the first correct entry out of the hat—was Sue Walker of Legana. Well done Sue.

Hobart's Port Tower



by Mark Hosking

Image supplied courtesy TasPorts

IT'S NOT SURPRISING THAT HOBART'S PORT TOWER in Hunter Street holds a commanding position in the Sullivans Cove vista. Built with a clear view of the wharves, downriver toward the anchorage off Gellibrand Point and upriver to the Tasman Bridge, it proved to be a very popular attraction in the recent Open House Hobart weekend, an annual event organised by the Tasmanian chapter of the Australian Institute of Architects, and your intrepid reporter was among those who took the opportunity to climb the tower and check out the view.

The tower has been part of the port's skyline since its construction in 1987. When it was built the tower was a highly visible symbol of investment at a time of great uncertainty for the port's future. The merger of three major shipping companies serving Hobart had been proposed and it was feared that this would lead to a drastic reduction in shipping. The investments of \$2 300 000 in the tower, and \$4 000 000 on the huge container crane nearby, that had begun operating earlier in the year, was described by the *Mercury* as a 'massive vote of confidence' in the port.

At 36.07m above mean sea level, the concept of the tower was originally a response to the 1975 Tasman Bridge collision, establishing a shore-based line of sight for ship navigation from the pilotage entry zone off the John Garrow light through the bridge. The tower was part of a complex of buildings that were the focal point of port operations in the harbour.

Housed at the bottom of the tower were the Marine Board's workforce of carpenters, painters, electricians, fitters, welders, mechanics and plumbers as well as stores and a refuelling depot.

As the centre of port operations and security the tower was manned by six Port Tower Officers working 12 hour shifts, 24 hours a day, 7 days a week. Space was included in the tower for pilots to undertake pilotage planning and a small kitchen and rest area was provided equipped with a fold out bed (for fatigue management). Marine Board carpenters built all the furniture fitted to the curve of the tower.

These days, the tower is only manned to provide visual observation of ships passing beneath the bridge, but its elevation and position make it a perfect platform for modern telecommunications gear. When built the tower was equipped with VHF, HF and 27MHZ radios as well as television surveillance—a first for the port. Over the years the electronic data and communications systems installed on its roof have increased, providing a useful source of revenue for the port operator from outside bodies such as mobile phone operators, forestry authorities and local government.

A lift will whisk you to the top of the tower, but, if you prefer to walk, the spiral staircase in the tower's core has 179 steps.

My thanks to TasPorts for their help with this article.





**Four days of festivities, with
fine boats, fine food ... and fun!**



Images supplied courtesy of AWBF

