



# MARITIME TIMES OF TASMANIA

No 66 – March 2019

## SEARCH AND RESCUE

cover story page 16

Police Marine and Rescue

Tas Maritime Radio

St Helens Marine Rescue

Rescue Helicopter

Surf Life Saving Tasmania

AMSA

## MUSEUM NEWS

MMT at the 2019 AWBF

*Westward* in the Parade of Sail

Meet our new Assistant Curator

Carnegie Gallery Exhibitions, and more

**\$2.50**



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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: Alderman Jeff Briscoe (Hobart City Council), Scott Carlin (TMAG), and Joel Lipson (TasPorts)

**front cover image:** Tasmania Police Marine and Rescue Services vessel, PV *Van Diemen*, approaches *2 Unlimited* after the yacht's rudder was disabled following a collision with a sunfish during the Rolex Sydney Hobart Yacht Race in December 2018. Photo courtesy Tasmania Police. Story page 16.

**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 (June) issue is 15 May 2019.**



# from the president's log

by Kim Newstead



Dear Members and Friends of the Museum,

I write this message in the aftermath of February's MyState Australian Wooden Boat Festival (AWBF). If you were able to visit this year's festival I think you would agree what a wonderful, exciting and colourful event it was. The Museum is proud to be a part of the festival and congratulates and thanks the staff and volunteers of the AWBF for putting on such an excellent and successful event.

The Museum's contribution to the festival was once again significant. *Westward* and *May Queen* were prominent in Constitution Dock and were visited by hundreds of festival goers. Four vessels from the Museum's collection were displayed as Boats Ashore in the Maritime Marketplace in Princes Wharf No 1 shed.

—*Queequeg*, a 1/3 scale whaleboat model built by Phillip Fowler and similar to the model on permanent display in the Museum

—a recently donated Sabot dinghy

—the tender from *Egeria*, and

—*Periwinkle*, the *Westward* tender.

In the Museum itself visitors flocked to see the Wrecks in Tasmanian Waters exhibition and Colin Thomas's amazing scrimshaw collection installed in the Carnegie Gallery.

It is pleasing to be able to report that over nine hundred visitors passed through the Museum during the four days of the festival. This record number contributed to a total in excess of 3000 visitors to the Museum in February—another record. I thank all our hard-working volunteers and staff for ensuring such a successful weekend for the Museum.

Our Museum, like a number of the organisations featured in this issue, relies on volunteers to function. Even though we now have four staff members, they represent only the equivalent of 2.8 full-time positions. It is our team of dedicated volunteers who ensure that our front doors are open every day at 9 o'clock and it is our volunteers who meet and greet our visitors in a way which frequently attracts 5 out of 5 reviews and positive feedback on the TripAdvisor and Google review websites. Our volunteers should be immensely proud of their efforts in making our Museum the high-quality attraction that increasing numbers of visitors enjoy every day.

Our new member of staff is Dr Annalise Rees and I am excited to welcome her to the Museum. Annalise introduces herself to you on page 4 and we are looking forward to her contribution to the ongoing success and growth of the Museum.

below: Section of the Maritime Museum's display at the 2019 MyState Australian Wooden Boat Festival, with the model of *Queequeg* and MMT banners. Photo: Barry Champion



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# meet our new assistant curator



Hello!

My name is Annalise Rees and I am the new Assistant Curator.

I thought I would take this opportunity to introduce myself. My background is in Visual Arts and I have had a professional arts practice that has incorporated exhibitions, public art, residencies, education and arts administration for 15 years working around Australia and overseas. I have previously worked at the Flinders University Art Museum, Adelaide Festival Centre Artspace and the Art Gallery of South Australia working on museum collections and exhibitions. Lecturing and teaching has also been an important part of my practice, teaching at both school and tertiary level. Prior to coming to Tasmania, I was Head of Drawing at the Adelaide Central School of Art and worked widely in the community.

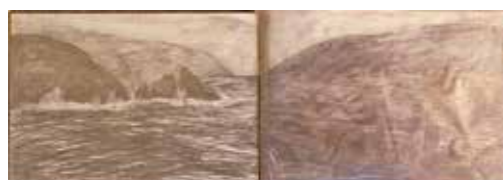
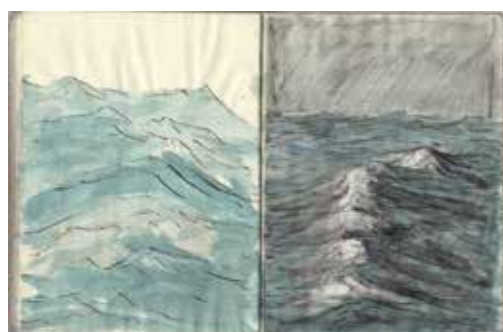
My interest in the maritime environment stems from growing up on the south coast of Kangaroo Island. The influence of the sea—through culture, industry, science and leisure—has been instrumental in forming my 'Islander' identity.

I came to Tasmania in 2014 to undertake postgraduate studies at the School of Creative Arts, University of Tasmania, and completed a Doctorate in March 2017. My PhD research investigated the use of observational drawing as a means of encountering the unknown maritime environment. I spent many months at sea: on commercial lobster boats travelling around Tasmania's coast and aboard the RV *Investigator* as an official voyage artist as part of a scientific expedition to the sub-Antarctic. Referencing Western and non-Western cartographic practice, navigation and exploration, my PhD focused on journaling and the importance of manual drawing as a critical tool for physically and perceptually connecting us to the world.

My research investigates the drawing process; as a method of wayfinding, illuminating and revealing human relationships to place and environment. I frequently collaborate with researchers in other disciplines and believe the arts have an important role in communicating our experience of the world around us. Upon finishing my PhD, I commenced work at the Institute for Marine and Antarctic Studies, supporting and leading research projects, curating exhibitions and running a variety of outreach programs.

I am excited to now be working here at the Maritime Museum with its amazing team of volunteers and intriguing collections that tell the story of Tasmanian maritime culture, history and industry. Working with such a rich archive that reveals the diversity and depth of our connections to the sea is important considering Australia as an island continent and Tasmania as Australia's island state. It is also a great opportunity for me to combine my research and education interests, museum collections experience and love of all things maritime. Helping to bring Tasmania's fascinating maritime heritage to the broader community locally, nationally and internationally is a real privilege.

Please come say 'Hello'.  
I look forward to meeting you over the coming months. □



top: our new assistant curator, Annalise Rees

centre: Annalise REES  
Page from the artist's journal (Book 15 p. 44)  
Water colour and pencil on paper  
19 x 35cm

bottom: Annalise REES  
Page from the artist's sketchbook (July 2015)  
Graphite on paper  
21 x 29cm



## SCRIMSHAW: One Man's Obsession

Private collector, Colin Thomas, has loaned his remarkable collection of scrimshaw to the Museum where it is on display in the Carnegie Gallery until late May. Colin presented two well-attended talks on the collection during February's MyState Australian Wooden Boat Festival, explaining the provenance of several of the collection's unique objects.

## WRECKS in Tasmanian Waters

Included in this display are objects from the Museum's collection seldom, if ever, shown before in public: the remains of the life-raft from *Blythe Star*; Oscar Larsen's alarm clock and a chamber pot from *Brier Holme*; the torso of *Svenor's* figurehead; and a wicker chair from *SS Nord*. Other objects loaned from around the state make a fascinating exhibition. On display until late May.

# the carnegie gallery

at the Maritime Museum



above: plaque from *Eden Holme*, wrecked on Hebe Reef, Tamar Estuary, 1907.

## UPCOMING EXHIBITION

### JULY: Maritime-inspired Artwork by Launceston artist Fred McCullough

McCullough's paintings investigate the marking of time and the story of three iconic vessels: *SS Maheno*, *HMS Nairana*, and submarine *J-7*. Combining pictorial and symbolic elements from both past and present, McCulloch describes his paintings as pictorial fiction based on fact.



Fred McCullough  
Detail of *SS Maheno*

## Maritime Museum Members

### We welcome new members:

David Brannigan	James Flaherty
Irene Kearsley	Bruce Parr
Matthew Phillips	Michael Ridley
Jennifer Rumble	Warren Scales

### 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:

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

Perennial is once only, or four years Quarterdeck membership

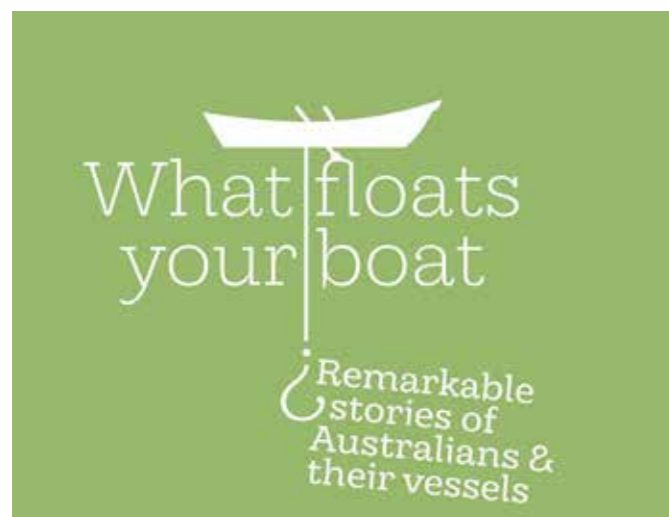


## from the brig

IF YOU ATTENDED THE TALK BY VARCHA SIDWELL in April 2018 you might remember her film *Real Life Water Rats* about Tasmania's Marine Police Unit. Our theme in this issue is Search & Rescue and, as well as our update on the Tasmania Police Marine and Rescue Services, we feature articles about a variety of other organisations that provide essential help for seafarers in distress, several of which rely on volunteers to carry out their day to day activities. We look at the work of St Helens Marine Rescue, Surf Life Saving Tasmania and Tas Maritime Radio as well as offering a couple of lesser known shipwreck stories inspired by our current Carnegie Gallery exhibition 'Wrecks in Tasmanian Waters'. We also take the opportunity to reflect on the Museum's activities at the recent MyState Australian Wooden Boat Festival. As you're reading, don't forget the Prize Voucher for the Crossword on page 30.

Immediately prior to the festival the Museum hosted a seminar for the Australian Maritime Museums Council, of which our Museum is an active member. The seminar was following up on the momentum created by the 'Submerged – stories of Australian Shipwrecks' travelling exhibition program that was launched at a similar seminar in Hobart just before the 2017 MyState Australian Wooden Boat Festival. This year's seminar was the first in a series of seminars around Australia that sets out to plan the next collaborative exhibition 'What Floats your Boat – Remarkable stories of Australians and their vessels'.

This exciting project will seek to uncover stories from around Australia of people, be they individuals, groups or families, and the vessels they work with, live on, build or just enjoy at the weekend, and then present a chosen selection as a travelling 'flat-pack' exhibition that can travel to venues around Australia. Our Museum will certainly be submitting some stories from our collection and details of how you can be involved in the project can be found at <http://maritimemuseumsaustralia.com/page/what-floats-your-boat>



TAS MARITIME RADIO — Earlier this summer, on one of those hot sunny days that will soon be just a memory as we slip into winter, a group of Museum volunteers (below) headed to the top of the Queen's Domain to visit Tas Maritime Radio's headquarters (above). Barry McCann, founder and still the driving force behind the organisation, took us on a guided tour of the facilities and explained how this volunteer-run organisation manages to provide an essential service to mariners around the entire Tasmanian coast. See page 14 for the Tas Maritime Radio story. □



## letter to the editor

Thank you for the copy of *Maritime Times* (MTT 65). You do a wonderful coverage with items about a new sculpture and pics of older Stephen Walker pieces (I do love his work; there are some lovely things here in Sydney) to wild ocean crossings. My granddaughter #2 has recently pack-rafted, scooted, yes scooted, and hiked a N-S traverse of the South Island of New Zealand. Apart from the crazy adventure itself she encountered so many interesting, and a few weird, people. Great stuff but you have to be tough.

Heather Rossiter.  
[www.heatherrossiter.com](http://www.heatherrossiter.com)

Editor: Thanks, Heather. It's always good to hear from expatriate Tasmanians living interstate. We'll look forward to reviewing the pack-rafting book when it's published, or including that postcard from New Zealand.

## a celebration



A very happy occasion was celebrated in the Museum recently, with an afternoon tea to mark Dugald McDougall's 90th birthday! Dugald wasn't around on his actual birthday as he was flying to South Australia to attend the Australian Scout Jamboree, but we were able to get a sizeable gathering together on his return for what might well have been the first 90th birthday ever celebrated in the Carnegie Gallery.

## Matthew Flinders and Trim

### at Euston Station

Britain's *The Guardian* newspaper once described Matthew Flinders as 'the most famous explorer you've probably never heard of'. It is certainly true that the man responsible for charting much of the coast of Australia, as well as informing the western world of the existence of Bass Strait and being the first European to have recorded climbing kunanyi/Mount Wellington, is far better known in Australia than he is in England.

However, Matthew Flinders recently made headlines in the UK, as well as Australia, when his remains were disinterred from a grave in a cemetery beneath London's Euston Station. The cemetery of St James Piccadilly had itself been buried by the construction of the station in the 1840s, but recent work preparing for a huge expansion of the station allowed archaeologists to explore the site. While parish records suggested Flinders was buried somewhere in the graveyard, the chance of finding him was somewhat slim as his was one among an estimated 60 000 burials.

But Flinders' site was found. It was identified by a lead plate that had been attached to his coffin, and his remains, along with those from some of the other 40 000 grave sites uncovered by the archaeologists, will be reburied at a site yet to be announced. It is hoped that the memorial statue to Flinders and his cat, Trim, will be retained in the redeveloped Euston station.



right: Our Museum's very own Trim, and travelling companion Ratty, visited Euston and the memorial statue of Flinders and Trim last year.

# Australian Maritime College

## STRENGTHENING OUR MARITIME DISTRESS SYSTEMS

The Global Maritime Distress and Safety System (GMDSS) is an internationally agreed set of safety procedures, equipment and communications protocols that save lives at sea by making it easier to rescue distressed vessels.

At AMC Search, the training and consulting division of the Australian Maritime College, GMDSS Certification and GMDSS Renewal courses are taught by Sanjiv Bhatia, an experienced maritime lecturer who combines teaching with crewing on bulk carriers, tankers and passenger ships.

'AMC Search has THE best GMDSS simulator in Australia,' he said. 'This simulator can simulate all the GMDSS equipment on ships from Legacy DOS based systems (which are still in lots of ships) to the latest touch screen icon-based systems. The simulator also has shore-based radio stations. The students not only get extensive theory lessons they also get hands-on experience using all the GMDSS equipment, communicating to other ships as well as to shore-based radio stations.'

The new Maritime Simulation Unit has been installed in the Sydney study centre, and Launceston students will train on a state-of-the-art live GMDSS lab.

For more information visit: [www.amcsearch.com.au/news/2019/strengthening-our-maritime-distress-system](http://www.amcsearch.com.au/news/2019/strengthening-our-maritime-distress-system)

## News from AMC Search



Sanjiv and Jillian on the GMDSS Simulator.  
Photo supplied courtesy of AMC Search

## NEW WAVE OF MARINE CLASSIFICATION AND SURVEY TRAINING ARRIVES IN AUSTRALIA

In March 2019, the first unit of a new marine classification and survey training course will be offered at AMC's Darling Harbour Campus. AMC Search, the commercial arm of the Australian Maritime College, has signed an exclusive partnership with historic marine classification and survey institution Lloyd's Register to deliver its specialist courses in Australia for the first time. The agreement provides the Australian maritime industry with exclusive access to the training expertise of Lloyd's Register who have been delivering classification and surveying services to the maritime industry since 1760. AMC Search CEO Dean Cook said the benefits of the agreement were far-reaching and would help the maritime industry meet future workforce challenges.

'As the maritime industry workforce rapidly ages, it is essential that the next generation are upskilled to replace retiring professionals,' Mr Cook said. 'However, with a lack of high-value classification and survey training available in the Australian market this is proving to be an almost impossible task. By partnering with Lloyd's Register, we aim to help mitigate this industry-wide issue.'  
For more information visit: [www.amcsearch.com.au/lr](http://www.amcsearch.com.au/lr)



AMC Launceston and Sydney campuses

CRICOS Provider Code (University of Tasmania): 00586B RTO Code: 6-131

# MAYDAY MAYDAY MAYDAY

**TUESDAY 9 JANUARY 2018:** The Radio Operator settled in at St Helens Rescue Base for the afternoon shift expecting a typically quiet period on the open sea. However, the tranquillity was soon broken.

**1430 hours:** Radio Operator Tony Garside and Secretary John Sullivan were present in the St Helens Marine Rescue radio room when the call came through on VHF Channel 16: MAYDAY! MAYDAY! MAYDAY!

Tony responded with, 'MAYDAY received, MAYDAY received. Go ahead vessel calling.'

The following details were then obtained through an ongoing exchange between the stricken vessel and the radio room.

Vessel name – *Bring It On*

The Emergency – taking on water; however, they are making way slowly (~ 3 knots) and bailing; the bilge and engine bay are flooding; sea conditions are deteriorating; three people on board;

Coordinates given – 41.0731 S & 148.3487 E, located approximately 13 nautical miles north-east of Binalong Bay (Fig. 1);

Description of vessel – 20 ft (6.1 m) Arvor vessel (Fig. 2);

Location of launch – Burns Bay.

1. below: Open CPN view of stricken vessel's position

2. right: Similar vessel to *Bring It On*



**1440 hours:** Tony put out a general call to all vessels in the area, requesting assistance. Mures fishing vessel *Diana* (Fig. 3), skippered by Russell Potter responded.

*Diana* informed the radio room they would have to tie off their long lines and then make their way to the vessel in distress. At that time, *Diana* was approximately six nautical miles away.

After *Diana* was given the coordinates, it headed off to rendezvous with *Bring It On*. It turned out these coordinates were incorrect; hence, when *Diana* commenced the search, it was heading away. Once this was established, the radio room instructed *Bring It On* to release flares to attract the attention of *Diana*. Skipper Russell observed an orange flare and proceeded to the stricken vessel to render assistance. The flares were highly visible as the area was very overcast.

**1445 hours:** The Police radio room was informed of the MAYDAY, as well as the Marine Rescue President, Rodney Treloggen, who then joined the rescue team.

Police Constable Rob Shepherd came to St Helens Marine Rescue Base. From there he was informed of progress and developments. Throughout the ordeal Tony maintained constant contact with the police by radio.

*continued on next page*

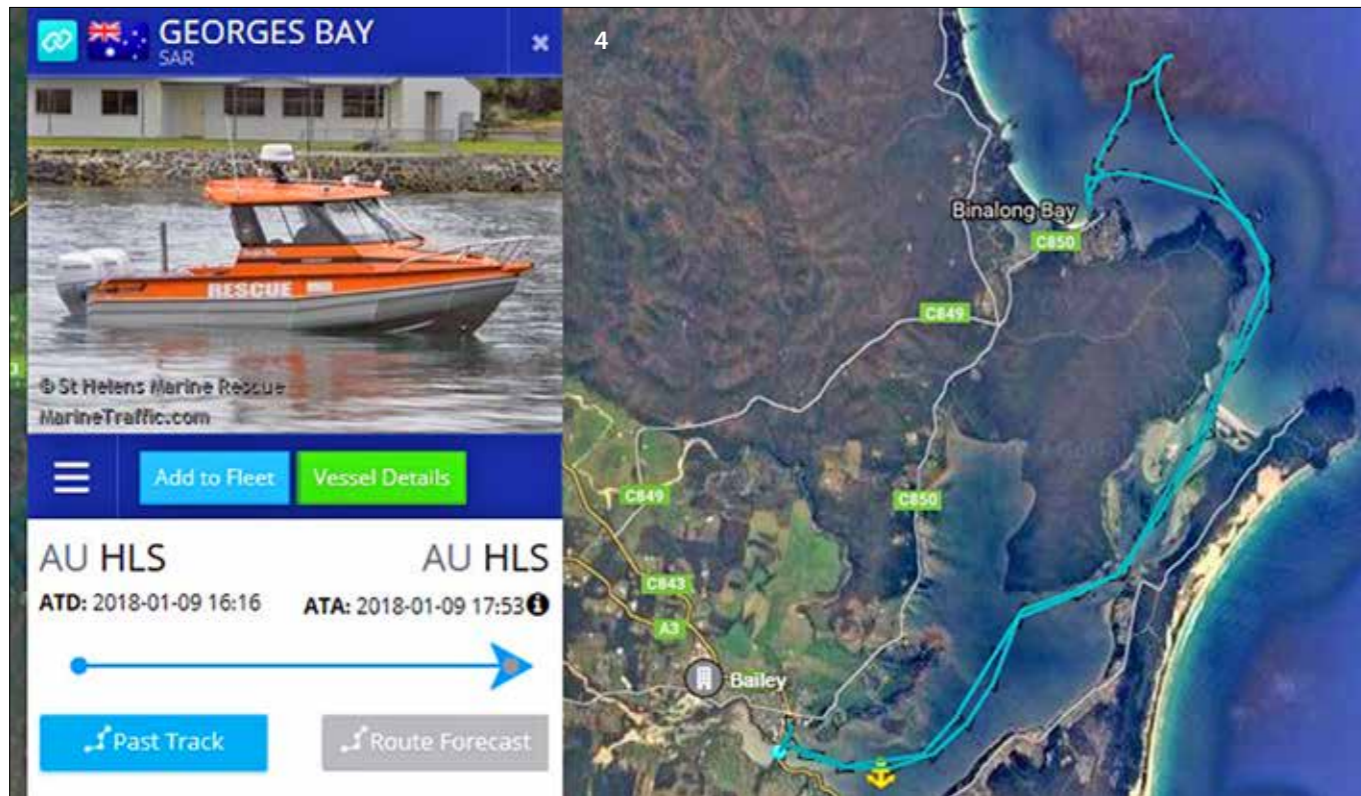


‘the bilge and engine bay are flooding; sea conditions are deteriorating ...’



3. *Diana* pulls alongside *Georges Bay* Photo: John Sullivan

4. Rescue vessel *Georges Bay* and recovery track



**1515 hours:** *Diana* pulled alongside *Bring It On* and travelled amidships as *Bring It On* was still making way. The two vessels had difficulty communicating via radio, yet surprisingly the St Helens Marine Rescue radio room was able to communicate with both vessels. The radio room relayed messages between the vessels.

**1545 hours:** *Bring It On* took a wave over the stern and, according to witnesses, sank in a matter of seconds. The crew of *Diana* rescued the three aboard and attended to their needs and welfare with coffee and dry clothing.

Arrangements were made whereby St Helens Marine Rescue would meet *Diana* to transfer the crew of *Bring It On* to return them to St Helens. The operation was planned and coordinated with skipper Russell via VHF radio and phone.

**1616 hours:** Rescue vessel *Georges Bay* (with coxswain Rodney Trelloggen, and crew Ken Clark and John Sullivan aboard), departed St Helens to await the arrival of *Diana*. *Diana* and *Georges Bay* met in Binalong Bay at 1715 hours and transferred the crew. The persons aboard *Georges Bay* arrived at the St Helens ramp at 1753 hours. Constable Rob Shepherd met the crew of *Bring It On* and transported them back to their accommodation/residence.

A marvellous outcome! The survival of the three seafarers was due to the excellence of the St Helens Marine Rescue radio room, police support, and outstanding work by skipper and crew aboard *Diana*. □

Story and images were kindly supplied by John Sullivan of St Helens Rescue Base.

A footnote to this story: St Helens Marine Rescue had, two weeks prior to the MAYDAY, put in place a new radio system. The installation of a radio aerial on top of Flagstaff Hill has resulted in a VHF radio range in excess of 60 nautical miles. Without this new radio technology, the MAYDAY call would have gone unheard.



by Boyd Griggs  
Operations Manager SLST

MARINE RESCUE UNITS (MRU) IN TASMANIA are affiliated with Surf Life Saving Tasmania (SLST) to provide response capability to the marine sector at times of need.

The seven volunteer units are located at Wynyard Yacht Club, Ulverstone, St Helens, Tamar, Swansea, Dodges Ferry and Kingborough. Membership has been pretty stable over the past few years.

MRU provide valuable services like Recreational Boat License training, search and rescue capability for Tasmania Police and a towing capability for vessels in distress. A number of the MRU also provide a radio watch to support the great work members of Tas Maritime Radio do across the state.

Alongside the MRU, SLST Clubs also provide a response capability to Tasmania Police through their volunteer Emergency Response Teams which are located at our 14 clubs from Boat Harbour in the north-west to Kingston in the south, with a response capability at Scamander and Bicheno on the East Coast.

SLST manages this response capability through its volunteer Duty Officers which are contactable by Tasmania Police 365 days a year through its on roster call out service. Our Duty Officers are able to track our vessels and personnel with our digital radio network, which enables our assets to feed information back into the Tasmania Police system for areas searched, etc. □



top: Search and Rescue Exercise (SAREX) at Liawenee and the Great Lake, September 2018  
above: SAREX at Swansea with PV *Cape Wickham*  
below: SAREX at Swansea  
Photos supplied courtesy of SLST



[www.slst.asn.au](http://www.slst.asn.au)

# Westpac Rescue Helicopter TASMANIA



THE WESTPAC RESCUE HELICOPTER SERVICE is an integral part of Tasmania's emergency services and is available to anyone who finds themselves in a dangerous situation. Our state-of-the-art helicopters are able to fly day or night, in virtually all weather conditions, right across our state. The Westpac Rescue Helicopter is often dispatched to assist those who find themselves in trouble on the water, whether that be recreational sailors, power boat users, anglers or professional fishermen.

Tasmania's vast coastline can experience rapidly changing weather conditions, so it's vital that anyone venturing out on the water be safety-conscious.

If you get into life-threatening trouble on the water and you cannot reach emergency services by phone or radio, then activate your EPIRB.

The international search and rescue satellite system, Cospas-Sarsat, listens for distress signals and when it hears one it notifies the nearest ground station. The Canberra-based Australian Maritime Safety Authority (AMSA) will determine what response is required - usually a helicopter or fixed wing aircraft will be launched to locate the source of the signal. Depending on the situation, the Westpac Rescue Helicopter Service may then be used to rescue those in trouble.

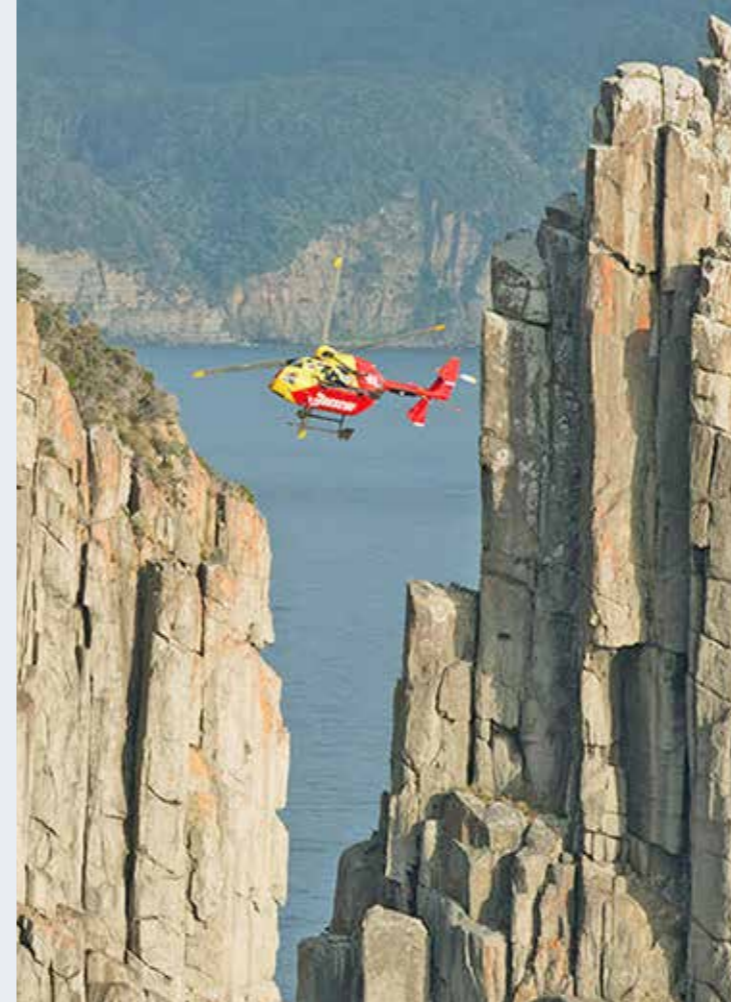
#### Here are our top tips:

**CHECK THE WEATHER** forecasts to make sure you won't be caught out in inclement weather

**TELL SOMEONE** of your plans, your destination and expected time of return

**ENSURE SEAWORTHINESS** of your vessel and ensure it is equipped with life-jackets, navigation maps and/or GPS

**ALWAYS CARRY AN EPIRB** (Emergency Position Indicating Radio Beacon) to activate in case of emergency, and register your EPIRB so rescue services have vital information about you, your craft and your emergency contacts



The Westpac Rescue Helicopter Service in Tasmania above: at Cape Hauy on the Tasman Peninsula, and below: over Derwent Light (Iron Pot), River Derwent main photo: Preparing to descend from the helicopter.

Photography: Digital Ink  
Images courtesy Westpac Rescue Helicopter Tasmania

**DONATIONS** from the Tasmanian community are vital to the continued operation of our service.

To make a tax-deductible donation or to find out more, please visit

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



## AMSA Australian Maritime Safety Authority



### — DISTRESS BEACONS AT SEA —

**SAFETY AT SEA** is a concept well understood by all experienced seafarers. They check the weather forecast and notify someone of their destination and their expected time of return. Onboard they have a maritime radio, GPS, back-up navigation charts, mobile phones, fire extinguishers, life-jackets, a life-raft, food and fresh water—and a registered EPIRB.

**EPIRBs** Since March 2009, most vessels venturing more than two nautical miles offshore are required to carry an Emergency Position Indicating Radio Beacon (EPIRB), an electronic, and potentially life-saving, device. Its HexID or Unique Identification Number (UIN) is programmed into each 406MHz beacon. In an emergency situation, when contact with rescue services cannot be made using mobile phones or the maritime radio, the EPIRB is activated. If the vessel founders or capsizes, the EPIRB can be carried in the life-raft, and is designed to float, if necessary, with its antenna remaining vertical. It is designed to remain active for at least 48 hours after activation. Its signal (if equipped with GPS transmitting precise coordinates) is relayed via satellite to the Australian Maritime Safety Authority (AMSA) in Canberra. Staff receive the distress call and notify the relevant local authority for immediate response, often calling on the helicopter rescue service, with police and paramedics, or the Marine Police vessels.

**PLBs** A smaller distress beacon, the personal locator beacon (PLB) can be attached to the upper portion of the life-jacket with the aerial pointing toward the sky. The PLB will remain active for 24 hours but does not float like the EPIRB.

Beacons can be registered online. Additional information about EPIRBs and PLBs is available at:

[www.amsa.gov.au/beacons](http://www.amsa.gov.au/beacons)

Image kindly supplied by Australian Maritime Safety Authority

# —TAS MARITIME RADIO—

## 43 years of operation



above: Len Bonnitche right: The Margate Base in 1977  
below: The new radio room 2019, with Tas Maritime Radio's volunteer operator Alan Scholten on duty. Photos courtesy Tas Maritime Radio



by Barry McCann

IN NOVEMBER 1973 I WAS CRAY FISHING WITH THREE friends east of Bruny Island when the outboard on my runabout failed. The other boat we were with had left ahead of us and we had no way of contacting them to return and take us in tow. I realized then how good it would be to have radio contact with them and a shore station. The following week I spoke to Les Collis who conducted a radio program called *See You On The River* on 7HT. I suggested we investigate the possibility of setting up a radio network for pleasure boats in southern Tasmania. While Les gauged interest through his radio program, I set about sourcing radios. At the time, the PMG Radio Branch was looking at allowing small 27 megahertz radios, manufactured for use as CB radios in the USA, to be modified and type approved for use as marine radios in Australia. I contacted Lafayette Electronics in Melbourne and they agreed to send over a base and mobile radio for us to trial as soon

as type approval was granted. After twelve months of planning, the radios arrived and we could do field tests to see what area we could expect to cover in SE Tasmania. Les was aware of a 'young disabled bloke by the name of Len Bonnitche who had contracted polio in the 1950s who might be interested in being our base operator'. Len lived on the Esplanade at Margate. Following discussions, Len and his father Doug agreed to a radio base being set up next to Len's bedroom. We erected a 30-metre teletower for the antenna and found we could cover the River Derwent and Upper Channel, Frederick Henry and Storm Bays across to Tasman Island and through to the East Coast and even up as far as Coles Bay. By this time we had fourteen boating friends who were prepared to put a couple of hundred dollars down to purchase a radio, antenna, licence and join the Tasmanian Smallcraft Marine Radio Group (TSMRG) to get the network operating. At that



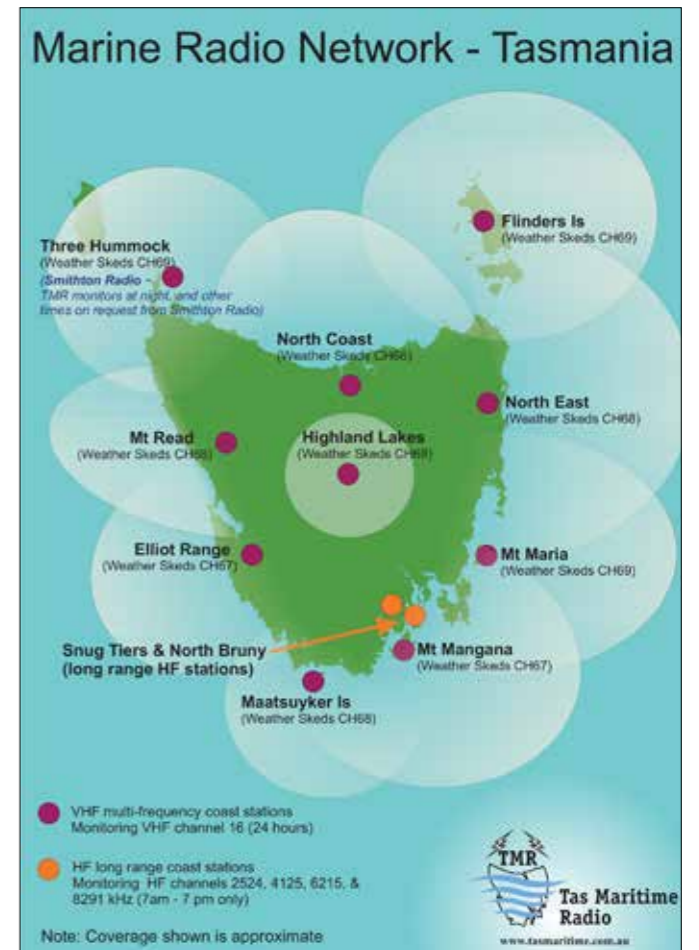
time, we charged a \$10 joining fee and an \$8 annual service fee (now \$35). Margate Base went to air on 1 July 1976. Membership grew at the rate of about 100 per year and in September 1984 we had 967 members, far more than we ever dreamt of. Len manned Margate Base for nine years before he retired in 1985.

We then moved the base to the home of Rex Griffiths at South Arm and became Tasmar Radio. At this point a remotely controlled base station was established at Jim Bylett's property at Snug Tiers. The new base increased our coverage area enormously on both 27 megs and VHF. Rex, a radio enthusiast, manned Tasmar Radio for the next four years. When Rex retired, the base was moved to Dunally where Denison Canal superintendent Rob Wright took over as base operator.

In 1989 Elaine Stokman, Bill Lush and Ted Thorne acted as base operators, sharing the workload through until 1997 when Stu Braunholz and Mike Hooper took over as base operators until 2004. In 1992 VIH Hobart Radio closed down and we were given use of the HF receiving station on Bruny Island. This was then converted to a transceiving station and is still in service today. In 1998, after the establishment of a base on Maria Island, the 27 meg radio service was suspended due to the enormous amount of interference we received during various ionospheric conditions and VHF became the main means of communication.

In 2000 I developed a new computerized 24 hour position-reporting system using Seaphone equipped VHF radios. Called Seaguard, it ran until TasPorts took over after-hours monitoring of our network in 2002. In the same year Tasmar Radio was asked to form the basis of Coast Radio Hobart as part of the new nine station network of HF maritime radio stations around Australia. A number of agreements with other parties had to be entered into and the TSMRG had to become an entity, and so a non-profit company was formed—TSMRG Pty Ltd. The three directors of this company are Barry McCann, Stu Braunholz and Brian Muir.

In 2004, with the cooperation of the Wireless Institute, we moved to a small radio room in the old Hobart Radio building on the Queens Domain which meant we could draw on volunteers from the public at large to operate from the new premises. With the technical expertise of Tas Maritime's technical director, Brian Muir, and support from Marine and Safety Tasmania (MAST), Tas Networks and Telstra, the VHF network was expanded with the establishment of bases on the upper East Coast at Falmouth, and on Flinders Island. Because we now covered more than two thirds of the Tasmanian coastline it was felt that a name change was needed to more aptly describe our network. Tas Maritime Radio was chosen.



The Tas Maritime Radio Network Image © 2017 Brian Muir

**We now have full state-wide coverage on VHF CH16.** In 2014 two new bases were established on the west coast at Mt Read and on Elliot Range along with a link from Mt Read to Three Hummock Island to access Smithton Radio's base in Mary Kay's absence. In 2015 we established a new base at Kellys Lookout to cover the north coast. In conjunction with MAST, two new bases were built, one on Maatsuyker Island to cover the south coast and the other on Barren Tier to cater for lakes fishermen.

In March 2015 approaches were made to Hobart City Council, owners of the Domain Property, to see whether we could build a new operations centre at the rear of the existing building. Agreement was reached and the new building was completed and became operational on 1 March 2018. In 2017 Golden Electronics Security took over from TasPorts to voluntarily monitor our VHF network after hours for distress or urgent calls.

In the 43 years we have been operating we have dealt with numerous distress calls and calls for general assistance. Without doubt many lives have been saved through radio contact with Tas Maritime Radio and its predecessors and through the dedication and hard work of its many volunteers. With around 1275 members in the network at present we look forward to providing a safetv cover to mariners for many years to come. □



# Tasmania Police Marine and Rescue Services

... keeping our seas safer



1

by Anna Lucas



4

HUNDREDS OF PEOPLE ARE RESCUED EACH YEAR by crews of Police Vessels. A recent example is the response of PV *Van Diemen* to a call for assistance at 8.30pm on 28 December, from a Tasmanian entrant in the 2018 Rolex Sydney Hobart Yacht Race, *2 Unlimited* (left). The yacht was forced to retire from the race when its rudder was destroyed after it collided with a sunfish. Marine Police located the vessel 35 nautical miles (nm) east of Bicheno and towed it to Waubs Bay, arriving at 3.30am. Strong squalls of more than 55 knots at Waubs Bay hampered the rescue, and the yacht was towed to Seymour (lower left) until conditions improved. *2 Unlimited's* crew of eight was rescued safely.

**PV *Van Diemen*** (23 metres) was launched in 1995 and has proved to be a capable long-range patrol boat and an important asset for Tasmania Police. It has two marine diesel engines and, with its fixed-pitch propellers, can attain a speed of 25 knots.

The work of the Marine Police—patrolling specific areas to monitor and maintain marine safety, law enforcement, e.g. protecting marine reserves against illegal fishing, and search and rescue operations with boats, helicopters and divers—includes engagement with other organisations, including Tas Maritime Radio, Surf Life Saving Tasmania, Australian Maritime Safety Authority (AMSA), the Fisheries Advisory Committees, and community search and rescue operators. AMSA responds to EPIRB alerts while Marine Police respond to distress calls transferred via Tas Maritime Radio. Rescue helicopter crew usually include members from the Ambulance Service and from the Marine Police.

The overarching legislation, and the reference for their procedures, is The Living Marine Resources Management Act (1995), which is regularly updated. The beginning and the close of each fishing season can trigger an increase in illegal or ill-informed activity to which Marine Police will respond. Several Advisory Committees, made up of industry representatives, Department of Primary Industries, Parks, Water and Environment (DPIPWE), Institute for Marine and Antarctic Studies (IMAS) and Police, advise the Minister on the impact of commercial and recreational fishing particularly in protected areas and on issues that affect wild fisheries. The Committees can also suggest the introduction of amendments to the legislation. Advisory Committees represented include: the Abalone Fishery, Recreational Fishery, Scalefish Fishery, Scallop Fishery and Crustacean Fisheries.

**PV *Cape Wickham*** (24.95 metres) with a range of 1000 nm is the most recent addition to the fleet of 34 police vessels in Tasmania and is an enhanced version of the 24-year-old *Van Diemen*. After working on *Van Diemen*, the captain of the new vessel was well-informed to act as advisor to Southerly Designs during the planning process, and this collaboration resulted in a design which incorporated significant upgrades. Built by Fine Entry Marine and of marine grade aluminium construction, it was launched at Geraldton in Western Australia in June 2017. Before sailing to Hobart, it underwent extensive sea trials. *Cape Wickham*, currently based in Hobart, will alternate every six months with *Van Diemen*, now at Beauty Point and patrolling waters in the north of the state and around the Bass Strait islands.

*Cape Wickham* is well equipped for search and rescue work, with world-class technology including a seabed search program with 3D mapping of the topography. A forward-looking infra-red (FLIR) system can search in darkness, with a thermal detector, and a distance-from-target estimator. The 406 MHz locator has a range of 6-10 nm. A high-speed Naiad rigid hull inflatable boat (RHIB) can be deployed quickly via the stern doors and aft ramp to reach the target and bring them back to the main vessel where the RHIB is winched aboard. Another aluminium-hulled support boat can be lowered and recovered by crane from the upper deck.

**PV *Vigilant*** (55 ft/16.76 metres) is based in Hobart. It has 2B (100 nm) survey and operates between Cape Tourville and Port Davey. Built by Ray Kemp at Birchs Bay (D'Entrecasteaux Channel), it was launched on 18 September 1971 with a Huon pine hull, blue gum keel and teak superstructure. It's powered by the original V8 Cummins engines and has a maximum speed of 12 knots. It has rescued hundreds of vessels during its service and was involved with the search for survivors of *Blythe Star* (1973). *Vigilant* is well-known locally. One MMT member remembers sheltering from a storm in their 18 ft wooden motor boat behind Slopen Island in Frederick Henry Bay in the early 1980s (prior to mobile phones). In the rough conditions, it made no sense to attempt the trip back to Hobart. *Vigilant* arrived on the scene to check on their safety, and its crew took details from them and nearby boats as a precaution.

Still in service, *Vigilant* is now listed on the Australian Register of Historic Vessels and, with *Cape Wickham*, was at the 2019 My State Australian Wooden Boat Festival (AWBF) in Hobart. □



2

Rescue of *2 Unlimited* and crew by PV *Van Diemen* December 2018



3



5



6

Maritime Times of Tasmania thanks the Captains of *Cape Wickham* and *Vigilant* and also the Tasmania Police Marine and Rescue Services Operations Support personnel for kindly supplying information and images for this article.

- 1 Police Vessels *Cape Wickham* (right) and *Van Diemen*
- 2 Crew of *2 Unlimited* rescued by *Van Diemen*
- 3 *2 Unlimited* under tow in rough seas
- 4 Stern doors and aft ramp *Cape Wickham*
- 5 Monitoring screens on *Cape Wickham*
- 6 PV *Vigilant* at the AWBF in February 2019 (MMT photo)

# The Maritime Museum at the 2019 Wooden Boat Festival



## SHIPS-IN-BOTTLES a record 256

THE SHIPS-IN-BOTTLES DISPLAY AT THE 2019 MyState Australian Wooden Boat Festival drew lots of visitors.

Organised by Maritime Museum committee member, Michael Stoddart, the collection was displayed at the cruise ship terminal at Macquarie Wharf 2 and succeeded in its aim to create a record number of ships-in-bottles displayed in one place. Items ranged from large sailing ships in heavy glass bottles to miniature boats in tiny 2ml capsules. A total of 256 items, some from as far away as Scotland, from Museum members, from our collection and from the public were brought together to achieve the record result.

Thank you very much to all who participated and who lent their treasured items for this truly remarkable display.

Photo of ships-in-bottles © Mary Lincoln | BALLANTYNE Photography



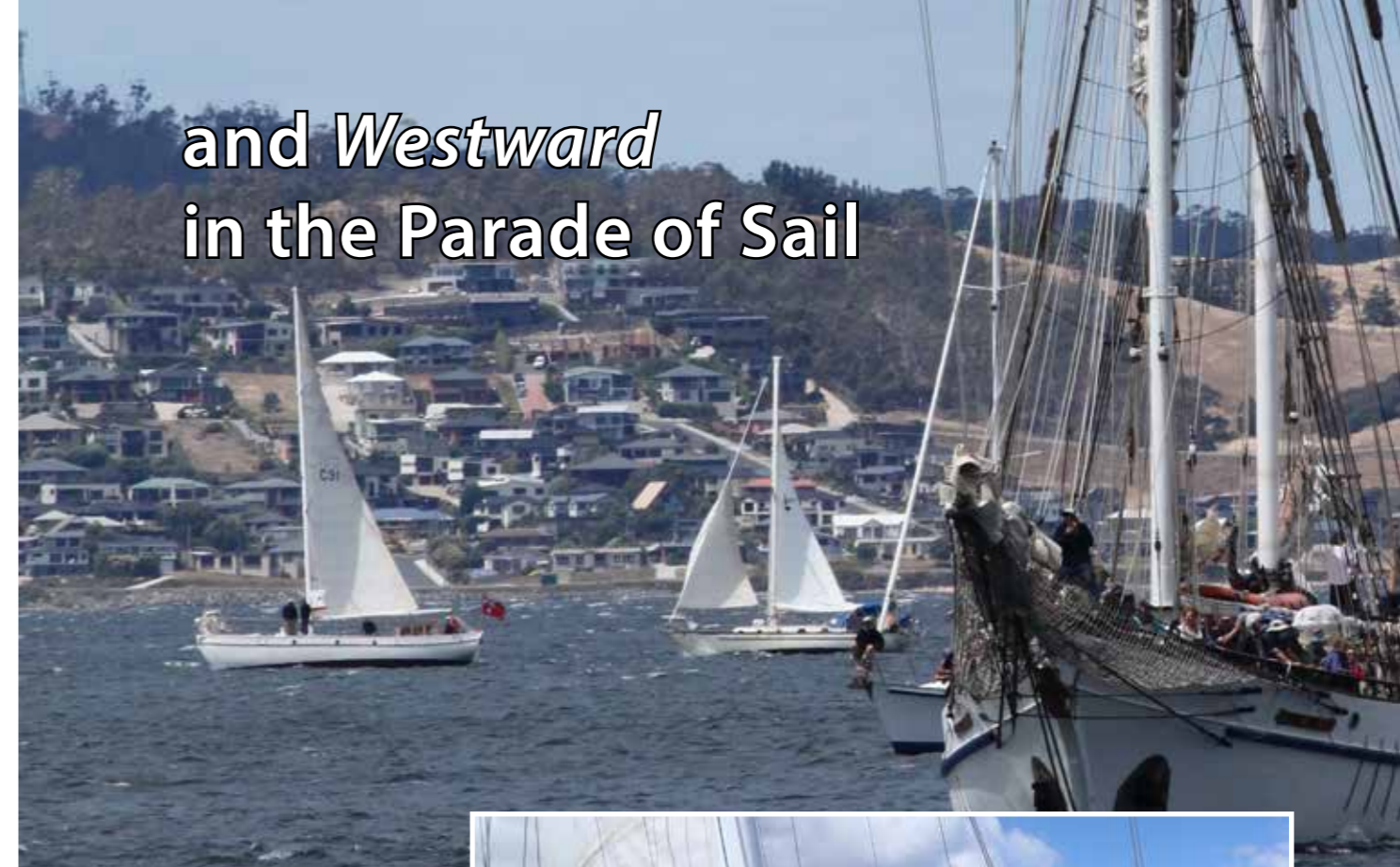
What's this rope for?  
At the MMT display in Princes Wharf I, while crowds wandered past, one young visitor was fascinated with the Museum's *Periwinkle*.

*Periwinkle*, a ten-foot wooden dinghy was built on Bruny Island in 1947 by an unknown returned serviceman and acquired by MMT to be a tender for *Westward*.



MMT's display in a glass case at the entrance to PW I features a rat guard. The metal disc attached to a mooring rope, prevents rats from boarding the ship.

# and *Westward* in the Parade of Sail



above: *Westward*, Sail No C31 (on left), in the Parade of Sail on the River Derwent, Feb. 2019  
Photo: Rex Cox



facing page, top: section of the MMT display in PW I  
lower images: dinghy *Periwinkle*; and the rat guard  
below: *Westward* leaving Constitution Dock for the Parade of Sail. Photos: MMT members



MMT members crewing on *Westward* during the Parade of Sail  
from left: Stefan Karpiniec, Bill Wright, Rob Loring and Louis Rodway.  
Crew not pictured were: Graham Cook, Mike Webb, John Wedd, and photographer Peter Wright.  
Also see back cover.



# New ferries from INCAT TASMANIA



INCAT TASMANIA WILL PROVIDE A NEW VESSEL to the Government of Trinidad and Tobago, as announced to their parliament by the Trinidad and Tobago Prime Minister, Dr Keith Rowley. The new fast passenger/cargo ferry will have capacity for 1000 persons, including 224 VIP seats, and will carry 239 cars or a combination of trucks and cars.

The Trinidad and Tobago inter-island seabridge has previously been served by two Incat vessels, T&T Express and T&T Spirit.

Incat Chairman, Robert Clifford, said 'Incat is pleased that the Trinidad and Tobago Government has made the decision to invest further in their vital seabridge connection with the purchase of a newbuild vessel and we look forward to delivering their new ship in 2020'.

As with the previous two Incat ferries that operated on the seabridge, the new vessel will incorporate a range of onboard catering facilities with restaurant, kiosk and bars serving the central and aft cabins and the forward VIP area, and gift shop. The vessel will also include a prisoner holding cell for transfers between Trinidad

and Tobago. Incat will soon commence construction of the Trinidad ferry at the shipyard in Hobart.

The latest vessel to emerge from the Incat Tasmania shipyard, the 110 metre HSC *Saint John Paul II*, underwent sea trials and departed in February 2019 for its new home with Virtu Ferries in Malta, servicing the route between Malta and Sicily. □



Information and image supplied by Incat Tasmania [www.incat.com.au](http://www.incat.com.au)  
above: Incat's latest ship, *Saint John Paul II*

## The gig from HMAS Australia —another search and rescue story

Chatting to Navy personnel at the Wooden Boat Festival, we learnt a few more details about a HMAS *Australia* gig. MMT researchers have been compiling its history and we hope to include an article about it in a future issue of *Maritime Times*. Here's a brief outline:

—HMAS *Australia*, launched in 1911, was scuttled in 1924 and two of its gigs *Bass* and *Flinders* came to Tasmania for the 1st Derwent Sea Scouts, but were sold in the 1960s. Gig racing was a popular activity.

—One gig was lost in a bushfire, but the other was located, abandoned, on property owned by a hotel in eastern Tasmania.

—The gig was uploaded and taken to Hobart to await transport to the Naval Heritage Collection in Sydney for restoration.

—More to follow ...



Racing on the Derwent with Captain DS Hall at the helm  
Photo: MMT Collection



Surveying the 28 ft gig  
Photo: MMT Collection



Uploading the gig prior to transport  
Photo kindly supplied by David Glasson

## postcard from *Mundesley*



### Mundesley Maritime Museum on the Norfolk coast.

Ground floor is a Maritime Museum. Upper floor is a Coast Watch lookout. Outside, the Royal Engineers Bomb Disposal Memorial, a 500kg German bomb, honours those who lost their lives (1944–1953) clearing the area of British mines laid to deter invasion. Photo: September 2018

*So interesting! And, if you go up the tight spiral staircase to the Coast Watch room, you are rewarded with great views over the beach and the North Sea. You are welcome, but be mindful that it's a work station, where trained staff with local charts are tracking movements, keeping a lookout for vessels in distress, etc., and reporting to the Coast Guard. If you have the opportunity to take up the powerful binoculars, you can see the distant oil rigs on the horizon. Time your visit and enjoy all this, the clifftop views, the nearby cafes and the lovely beach.*

—Danny



To: The Editor  
'Maritime Times of Tasmania'  
Maritime Museum  
GPO Box 1118  
HOBART, TAS. 7001  
AUSTRALIA

The village of Mundesley on the east coast of England has a maritime museum which might be the tiniest accredited museum in the UK. It is housed in a building constructed in 1928 for the Coast Guard and set high on the cliffs above a long Norfolk beach. Today, the displays on the ground floor explain the local maritime history with prints, photographs and interesting artefacts. There are records of trade, development in the area, fossils found, the military, fishing, lifeboats, and of a highly respected local lifeboat operator, Henry Blogg (1876–1954), who saved hundreds of lives. [www.mundesleymaritimemuseum.co.uk](http://www.mundesleymaritimemuseum.co.uk)

# book review

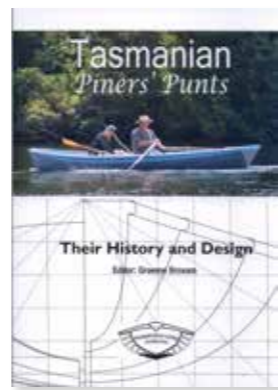
by Clio

One of the fascinating things about boats is the way elements of their design change to suit local conditions and the use to which the boat is going to be put. Many distinctive designs of boat with characteristics specific to a local area, region or country have emerged around the world and Tasmania can boast a few of its own, e.g. trading ketches and river steamers. Another species of Tasmanian boat has exercised members of the Wooden Boat Guild of Tasmania (WBGT) for many years, and the fruits of their research into the history of Tasmanian Piners' Punts has now been published.

As a small, shallow draft rowing boat designed to be handled by one or two crew, the Piners' Punt could be rowed up shallow rivers, deep into the bush in search of Huon pine. These small, commercial craft were essentially anonymous and in danger of disappearing from the collective memory as the last of the piners passed away, but interest in the boats was triggered in the 1990s by Garry Kerr and Harry McDermott who wrote a history of Huon pine (*The Huon Pine Story, a History of Harvest and use of a Unique Timber*), which included all known interviews with piners.

Members of the WBGT built their own replica punt *Teepookana* and this book has grown out of Kerr and McDermott's earlier work and the Guild's own research. It sets the scene with an essay on the importance of Huon pine to the early European settlers before outlining the development of the punt itself as a tool of the piners on the Huon river in the 1840s and at Port Davey in the 1850s before travelling across to the west coast in the later nineteenth century. It traces the origin of the punt's design to similar vessels in Europe, such as Norway's Praam and the Prong and Boyne Mussel canoe of Ireland.

The book identifies a considerable number of piners, many of whom would've built their own vessels, and



## TASMANIAN PINERS' PUNTS – Their History and Design

Editor: Graeme Broxam (2019)

Publisher: Wooden Boat Guild of Tasmania

ISBN 978-0-9923660-6-3

Softback 210mm x 297mm

116 pages; colour illustrations; index and references



Wooden Boat Guild member Peter Higgs rows *Teepookana*  
Photo: Dallas Manning

adds little snippets of biographical information, then details the participants in the Punt Races, a feature of Strahan Regattas from 1883 to 1952. Details of other interesting stories or incidents gleaned from newspapers are included—a useful resource for future research. The second half of the book details 37 punts known to exist around Tasmania at the time of writing, with photographs, drawings and lines plans.

When taken as a companion to Kerr and McDermott's earlier work, to which this book often refers, this is a useful and attractive addition to the library covering a unique and important part of Tasmania's maritime and social history. □



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# the *Huon* tragedy

*SS Huon* moored near Franklin on the Huon River. Fruit cases were often stacked on all decks during the peak apple season. A Court of Marine Inquiry found that overloading caused the tragedy.

Photo courtesy State Library of Victoria



by Gregory Wane

A YOUNG MAN, CRADLING HIS BABY DAUGHTER in his arms, sobbed uncontrollably with grief as he walked up and down Queens Wharf, Hobart.

The distraught man was William Gillow of Sandy Bay. He'd had a premonition that a tragedy had occurred after *SS Huon*, with his wife and two children on board, had failed to reach Hobart by 4pm. *Huon* (108 ft/32.9 m), with 11 passengers and 2700 boxes of fruit on board, was on a regular trip from channel ports bound for Hobart on Thursday 23 April 1914.

The vessel, owned by Huon, Channel and Peninsula Company, had left Huonville early Thursday morning, and had taken on fruit at Franklin, Shipwrights Point, Jacksons Point, Hospital Bay and Wattle Grove. There were 900 cases in the hold, 800 cases on the foredeck, 250 stowed on the deck amidships and 750 cases on the aft deck. Eight passengers boarded at Cairns Bay and three came aboard at Police Point. The steamer was now loaded to capacity and Captain Worledge decided to return to Hobart without calling at any more ports. After leaving Police Point, *Huon* entered the D'Entrecasteaux Channel on the eastern side. At 2.30pm when approaching Roberts Point it overtook another channel vessel, the motor ship *Excella*.

*Excella*, which was powered by two engines, had struck mechanical trouble earlier in the day and was forced to run on one engine. It was also fully laden and was making only about seven knots. A passenger on board *Excella*, William Cuthbertson of Franklin, watched *Huon* coming up behind and as it passed *Excella*, Cuthbertson saw a number of passengers standing along the port deck rail and he noticed *Huon* had a slight list to port.

The day was clear and the sea was dead calm. *Huon* was now off Barnes Bay, Bruny Island and about 50 metres ahead of *Excella*. Crewmen on the motor ship became concerned when they saw *Huon's* list

suddenly increase. Captain Worledge realised his ship had a dangerous list and immediately called up the engineer to stop the engines, but before engineer Harold Thompson could act, *Huon* suddenly turned over on its beam ends. With its engine still running, water poured into the engine room over hot steam pipes causing an ear-shattering blast of steam. Thompson scrambled out through the engine room window. When *Huon* turned over, passengers and crew, as well as hundreds of crates of fruit which had been stacked up as deck cargo, were all thrown into the water. Within seven minutes *Huon* sank in 104 ft (31.7 m) of water.

Immediately Captain Sharp in command of *Excella* turned his vessel around and ordered the ship's lifeboats launched in a desperate rescue attempt. The passengers and nine crewmen including Captain Worledge from *Huon* were all struggling in the water. Men and women thrashed about lunging at floating fruit boxes trying to stay afloat.

Passengers on *Excella* later described the horrors of witnessing the drownings when they told of seeing *Huon* sink before their eyes and of two hapless women thrash about in the water screaming for their children. Suddenly the women too had disappeared beneath the surface.<sup>1</sup>

A short time later survivors, who were clinging to the fruit boxes, were hauled aboard *Excella's* lifeboat and transferred to the deck of the vessel. A roll call was taken and it was learned that two women and a child were missing. A search was begun immediately, but an hour later this was abandoned.

Missing, believed drowned, were Mrs Amy Gillow and her son Charles, 4, of Sandy Bay and Mrs Annie Fysh of Oatlands. Earlier the boat crew had saved Mrs Gillow's eighteen-month-old daughter from drowning. Relatives had been waiting at Queens Wharf since

4pm, the steamer's usual arrival time. By 6pm they held grave fears that something had happened. Heavy rain was falling when *Excella* eventually reached Hobart at 7pm with the news and the magnitude of the tragedy became evident. Anxious relatives of *Huon's* passengers and crew leapt aboard *Excella* even before it was properly secured alongside the wharf.

Most of the survivors were huddled on the aft deck. Three children Clem Fysh, 9, Harold Parry, 12, and Olive Eaves, 12, sat together shivering despite being wrapped in various items of clothing, while a baby girl slept peacefully in the arms of a passenger. Her father William Gillow rushed aboard and cradled his young daughter. She began crying for her mother who was missing, believed drowned. 'My poor, my poor wife, I have lost her and little Charlie,' Gillow sobbed as people gathered around trying to console the grief-stricken man.<sup>2</sup>

In June 1914, two months after the tragedy, *Huon* was raised from the bottom of the D'Entrecasteaux Channel. Captain J. Connors of Hobart, the successful contractor, refloated the steamer, by laying cables through its hawser and under its stern post to allow the vessel to be towed underwater west across the channel to Oyster Cove where it was kedged up the sloping sea floor towards the beach by means of anchors and tackles. Once the deck was above water, *Huon* was then pumped out until it floated. A large

centrifugal pump on the steamer *Pinafore* was used to pump water out of *Huon's* hull.

In August 1914, a Court of Marine Inquiry, found the cause of the tragedy was overloading and the *Huon's* master Captain Worledge was exonerated from blame. After the inquiry Huon Valley fruit growers, who lost their shipments of fruit, appointed a lawyer to seek compensation from the shipping company. But it was decided that little could be achieved and no litigation went ahead.

The day following the tragedy the *Mercury* newspaper expressed how it had affected Hobart: 'great shipping disasters stir the world to compassion, but they do not come home to a small community in which local people are concerned. It is especially because our town folk suffered by the sinking of the steamer *Huon* that throughout Tasmania a sorrow and sympathy will be felt. Two men of the community mourn the loss of their wives and one of a child and the community too is the poorer.'<sup>3</sup>

Despite an extensive police search and dragging of the channel, none of the three missing bodies was ever found. □

Endnotes:

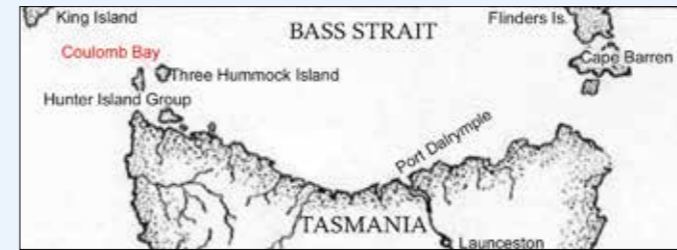
<sup>1</sup> *Huon Times*, 25 April 1914

<sup>2</sup> *Zeehan and Dundas Herald*, 27 April 1914, p. 4

<sup>3</sup> *Mercury*, 24 April 1914, p. 4

# Wreck of *Phatisalam* off NW Tasmania

by Suzanne Smythe



Built: Kochi (Cochin), India in 1816; 259 tons gross; fully rigged sailing ship.  
Owner and captain: Peter Dillon (1788–1847).

Wrecked: 9 July 1821 at Coulomb Bay, Three Hummock Island in the Fleurieu Group (Hunter Island Group) off the NW Tasmanian mainland.<sup>1</sup>

DEPARTING KOLKATA (CALCUTTA) ON 25 JANUARY 1821 with 6000 gallons of rum valued at 80 000 rupees, *Phatisalam*<sup>2</sup> ran aground twice while still in the Hooghly River, apparently without damage, and again off Chennai (Madras) where repairs were undertaken. After it left here 16 inches of water per hour were being taken on, necessitating constant pumping. The crew were reduced to a ½ pint of fresh water each day for seven weeks during which, in the extreme conditions, several of the lascars<sup>3</sup> crew died.

Captain Dillon put into King George Sound, Western Australia on 21 May for a month, taking on fresh water and attempting to fix the leaks. In July, while the ship sheltered under the lee of Hunter Island at the western end of Bass Strait, a heavy gale set in and *Phatisalam* was blown onto rocks at Coulomb Bay on the western side of Three Hummock Island. For five days the captain attempted to save his ship, but realised it was useless. He managed to get his wife and child, five passengers and all the remaining crew off safely. The longboat was launched in an attempt to get help, but overturned with the loss of eight lives; one officer survived. Dillon and seven men relaunched the longboat and set out for help, reaching Port Dalrymple after 12 days. For £200, the Commandant there, Cimitiere, engaged Mr Joseph James, owner of the schooner *Little Mary* (Captain David Smith) to send his vessel to the wreck site and rescue the survivors who, when Dillon left, had nothing to subsist on except a very small quantity of damaged rice.

When *Little Mary* returned to Port Dalrymple Captain Smith, who was a resident there, left the vessel and Mr James took command. Shortly after the schooner's arrival in Sydney, the vessel was searched and goods belonging to Dillon were found on board. It was suggested that the crew must have purloined and secreted them as Mr James was a person of good repute. In August, the wreck of *Phatisalam* and its cargo were auctioned. The highest bid of £525 was considered inadequate and Dillon retained ownership. The ship, impossible to refloat, was burnt to recover the metalwork, which was taken to Port Dalrymple. Dillon then took his family, with the metal and the salvaged cargo, which included 4650 gallons of rum and 93 gallons of brandy, to Sydney on *Haweis*.

Dillon had received word from his lascars that the wreck had been plundered by the schooner's crew

and he offered a reward of £50 for the discovery of the robbers. Property of his found on *Little Mary* included 10 muskets, a jib sail, a quantity of nankin (nankeen), nankin trousers, canvas, twine, blocks and various other articles of his ship's stores and merchandise.

Seaman John Connor, one of *Little Mary's* crew, testified that, while at the wrecksite, his shipmates had committed several robberies; that after the schooner's return to Port Dalrymple, Mr James took charge and proceeded to Sydney. Connor also stated that, during the voyage, a coil of rope taken from *Phatisalam* was used and, when the schooner met with contrary winds, James put into Jervis Bay where crew went ashore for water. Here muskets from *Phatisalam's* supplies were taken by the crew as protection against possible attacks by natives. Mr James later cautioned the crew not to allow the muskets to be found on board.

When Dillon learnt what had been found on *Little Mary*, he called James 'the greatest little rogue in the country' and said that he deserved to be hanged. *The Sydney Gazette* of 2 January 1823 reported that James then brought an action in the Supreme Court against Dillon for £500. Captain Smith and the First Mate were called as witnesses but, as both were to face trial for robbery on the wreck, their testimony was discounted. The judge found in favour of Dillon.

Peter Dillon, a tall imposing figure, gained fame when he solved the mystery of the disappearance of French explorer La Perouse. Dillon found that the explorer's ship had been wrecked on Vanikaro in the Solomon Islands. As a result of this discovery, France conferred on him the title of Chevalier (Royal Order of the Legion of Honour) and granted him a life-long annuity.<sup>4</sup> Dillon's book on Pacific ethnography ranks with the best of his times.<sup>5</sup> □

Endnotes:

<sup>1</sup> Australian National Shipwreck Database (ANSD), and *Hobart Town Gazette* 18 August 1821, p. 1.

<sup>2</sup> There are several variations of the ship's name, e.g. *Fatisalam*. A more correct transliteration was possibly *Futta Salam* (ANSD).

<sup>3</sup> A lascars was a seaman from India or SE Asia.

<sup>4</sup> Australian Dictionary of Biography adb.anu.edu.au/biography/dillon-peter-1978

<sup>5</sup> Dillon, P. (1829) *Narrative and successful result of a voyage in the South Seas performed by order of the government of British India, to ascertain the actual fate of La Perouse's expedition*. Hirst, Chance and Co: London.

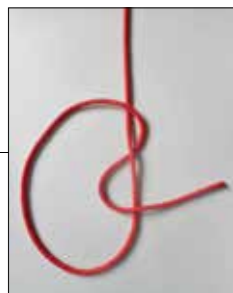
## knot so hard

a series by Frank Charles Brown

### No 49 – The Tarbuck Knot

This loop knot was developed by rock climber Ken Tarbuck in 1952, based on the venerable Rolling Hitch, in an effort to increase the breaking strength of the rope. It was successful in this but was found to cause stripping of the sheath in kernmantle ropes and so was abandoned as a climbing knot.

In use the loop is kept fairly large and in the event of experiencing a sudden shock, as occurs in a leader fall, if some slippage happens the loop decreases in size as the knot tightens.



1 - Make the first turn around the Standing Part.



2 - Make two more turns and bring the Working End up to the head of the knot.



3 - Take the Working End around behind the Standing Part.



4 - Take the Working End through the knot as shown and draw the knot up snug.

# notes from the curator

Our curator's notes will be back in the June issue with very exciting news. Meanwhile, in Burnie ...



Burnie: Sunday 17 February 2019  
Naming Ceremony for a new 210m freighter  
Over 1000 people on deck for the SOLD OUT event

1. Burnie residents, business community members and 'ship enthusiasts of all ages' were invited to McGaw Wharf in the Port of Burnie for the naming of Toll's new ship, *Tasmanian Achiever II*, on 17 February. A similar ceremony was held in Melbourne on 24 February for sister ship *Victorian Reliance II*. Both vessels will commence service on Bass Strait during March.



2. Prime Minister Scott Morrison and Premier Will Hodgman unveil the name plaque for *Tasmanian Achiever II*. Each of the new vessels provides a 40% increase in cargo capacity and can cross from Burnie to Melbourne in 13 hours, cutting an hour off previous average voyage times.

Photos above: Adrian Cooper



3. *Tasmanian Achiever II* (above, right) with its 20-year-old predecessor *Tasmanian Achiever* in Burnie. Both the latter and its sister *Victorian Reliance* are reportedly for sale.

Photo: David Cooper

## Welcoming a new cargo vessel *Tasmanian Achiever II*

by Rex Cox



4. Built at the CSC Jinling yard in Nanjing, China, *Tasmanian Achiever II* arrived in Hobart from Singapore on a misty 5 February. This 210-metre vessel and its sister *Victorian Reliance II* will greatly assist in moving Tasmanian exports across Bass Strait. These exports grew in value to AUD 3.54 billion in the year to April 2018, an increase of 35% on the previous year. Note the Port of Registry displayed below the name. Photo: Rex Cox



5. Twelve days before the Burnie naming ceremony, *Tasmanian Achiever II* had arrived in Hobart flying the flag of Tuvalu. While in port the Australian flag was raised and the temporary Port of Registry, Funafuti, painted out in favour of Melbourne. A crew member can be seen dangling over the side with a paint brush. Having covered 'Funafuti' in green paint, he has started applying white to the raised 'Melbourne' letters welded to the hull by the builders. Photo: Bill Burton

# high and dry

by John Wadsley, Maritime Heritage Coordinator



Simply messing about in, and with, boats

*We shall break out the jib and the foresail, the white houses on the harbour side will glide slowly past us as she gathers steering-way, and the voyage will have begun! As she forges towards the headland she will clothe herself with canvas; and then, once outside, the sounding slap of great green seas as she heels to the wind, pointing South!*

That quote comes from Chapter 9 of Kenneth Grahame's timeless classic, *The Wind in the Willows* (first published in 1908). It is when Rat meets the Sea Rat, who tries to convince the former that a life at sea is the best thing. And they are words that any cruising yachting will relate to. However, they could equally apply to the fun that was had during the January School Holidays program, when we embarked on the theme of 'Wooden Boats'.

As always, the Museum's energetic Education Group (mostly ex-teachers, so it pays to praise them a little to avoid detention) planned an engaging day's activities. We started by talking about the history of wooden boat construction and techniques. Then we had our charges build their own small wooden boats based on a unique kit design (created by our very own Louis Rodway and Jonathan Knight, after rigorous testing in a bathtub). Of course, for the littlies, we had boat stories read by Natalie Rees, and all the hands-on craft activities were ably supported by Kath Le Fevre, Margaret Jones and Christine Knight.

Then it was off to Constitution Dock to sail the wonderful small boats in ... A Paddling Pool! (Safety first, we didn't want to see children diving in to save their creations or, worse still, to see them sink into the murky depths.) A lot of fun was had, particularly in assessing the performance of square-rigged boats versus fore- and aft-rigged. Yes, it was a bit restricted in the pool, but the children did begin to appreciate how boats with sails actually move.

The most fun (which brings us back to the opening quote) was watching some of Louis' pond yachts perform on the waters of Con Dock.



above left: First Step: The Paddling Pool test  
above (2 photos): Constitution Dock. Making way before the wind.

below: Escape is imminent!  
One yacht heads for the open water beyond the bridge.  
Photos: John Wadsley



The children were entranced watching, from on board *May Queen*, these small craft (without radio control or human interference) making way before the wind, tacking across Con Dock. Okay, sometimes a yacht would become stuck next to a punt or under *Westward's* rudder. Yet there was one which saw its chance for glory, as it headed towards the Con Dock bridge: ... *as she gathers steering-way, and the voyage will have begun!*

Thankfully, our university work-experience student, Victoria, saved the day (and the yacht) by snatching it up at the last minute. I'm sure that the yacht was trying to escape, to spend its days on the BIG river.

All in all, we had a grand time, and I hope some children went home thinking, *Oh, what simple fun, I must build myself a yacht.* □

# from the galley

## PICKLING TIME



Photos: Commons

CONTEMPLATING A PILE OF GREEN TOMATOES destined to be chopped for a green tomato chutney, I note the recipe calls it 'Pickle'. What should I call this condiment? Pickle? Chutney? Or is it even Relish? Is there a difference? Where do the names come from?

Unsurprisingly, all three English words are derived from other languages. Relish appears in the 16th century and came from the Old French *reles*, meaning scent, taste, aftertaste or something remaining, and was used to mean taste or flavour. Its use to describe pleasure or enjoyment appeared in the late 16th century (Shakespeare used the word in *King Lear* in 1605) and its first use to describe something adding flavour to food appears late in the 18th century.

Pickle might be derived from *pekel*, a Middle-Dutch word for brine. Its meaning in English as a disagreeable or sour condition, e.g. 'in a pickle', can be traced to the middle of the 16th century, while its use to describe a vegetable preserved in salt or brine, e.g. 'to pickle a cucumber', appears at the beginning of the 18th century. Malory used a word *pekill* to describe a highly seasoned sauce accompanying meat in *Le Morte D'Arthur* in the 15th century, but that might just be a coincidence.

While the other two words have been around long enough to acquire multiple meanings, chutney only has the one. It came to English following the colonisation of India and originates from a Hindi word *chatni*. Which means to lick! In India, with its numerous languages, chutney can refer to both pickled and fresh condiments. Traditional Indian chutneys can be prepared using chopped fruit or vegetables with spices and herbs such as mint, chilli and tamarind and might be served in combinations of tastes and colours. When the British arrived, they brought their own familiar fruits and vegetables which found their way into traditional recipes that became the chutneys we recognise today.

Pleasurable distraction aside, the pile of tomatoes still needs chopping. So here's the recipe, taken from the 'Pickling Time' column of the *Launceston Examiner*, 12 February 1934, p. 11.

Ref: *The Barnhart Dictionary of Etymology* (1988). HW Wilson Co, NY, 1988

### GREEN TOMATO CHUTNEY

#### Ingredients

- 900 g green tomatoes
- 220 g sugar
- 220 g onions
- 110 g sultanas
- 120 g dates
- 60 g chopped almonds
- ½ tsp salt - or to taste
- ½ tsp ground ginger (or grated fresh ginger)
- pinch of cayenne pepper or to taste
- 280 ml vinegar

#### Method

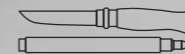
- Chop and mix tomatoes, onions, sultanas, dates, almonds.
- Add to a saucepan with vinegar, sugar, salt, ginger and cayenne pepper.
- Boil gently for 1¼ hours.
- Meanwhile sterilise jars, lids, seals, and spoons.
- Spoon into sterilised jars and seal.
- Add to cheese and/or meat platters, to sandwiches or salads.


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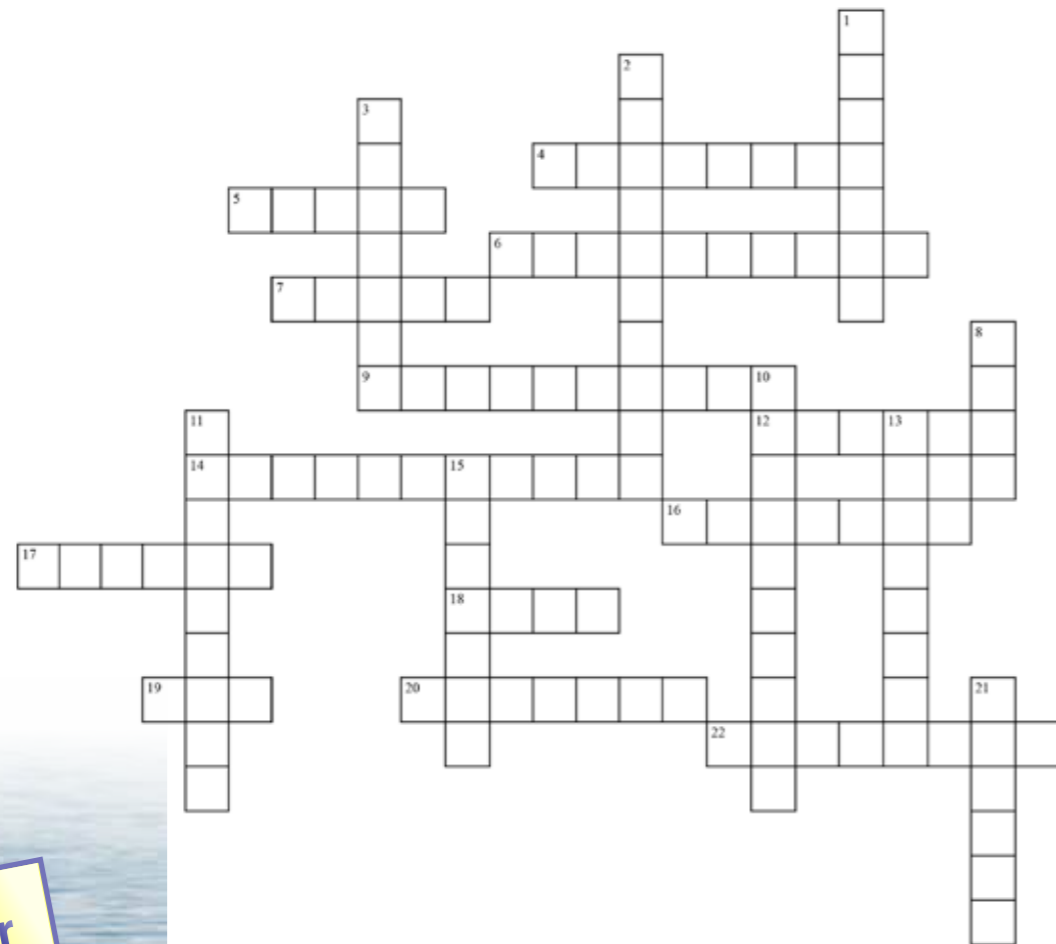
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# Autumn Crossword — for all *Maritime Times* readers

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



## ACROSS

4. Town where SLST held exercise in Sept 2018 (8)
5. Fishing boat went to rescue of *Bring It On* (5)
6. Dinghy purchased as tender for *Westward* (10)
7. Type of distress beacon (5)
9. Respected Norfolk lifeboat operator (5,5)
12. Number of seaports TasPorts responsible for (6)
14. Newest Search and Rescue Police Vessel (4,7)
16. A type of climbing knot featured (7)
17. Tas city where *Tasmanian Achiever II* named (6)
18. Matthew Flinders' cat (4)
19. Type of network used by Tas Maritime Radio (3)
20. Rescue helicopter sponsor (7)
22. Annalise's first island home (8)

## DOWN

1. Vessel which went to aid of *Huon* survivors (7)
2. Ship wrecked at Coulomb Bay in 1821 (10)
3. 2 *Unlimited's* rudder collided with one (3,4)
8. Races that were a feature of Strahan regattas 1883–1952 (4)
10. St Helens rescue vessel (7,3)
11. Subject of Colin Thomas' presentations (9)
13. Saved the escaping yacht during school holiday program (8)
15. Make it with green tomatoes (7)
21. PM of Trinidad and Tobago (6)



**\$25 voucher**

All correct entries received before 15 May 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 June 2019 issue of *Maritime Times*. Post your entry to The Editor, *Maritime Times of Tasmania*, GPO Box 1118, Hobart, Tas. 7001, OR send as an email attachment with subject line MTT 66 CROSSWORD to admin@maritimetas.org Remember to add your name and contact details to paper entry or to email attachment. Judges' decision is final.

**There were five correct entries in the MTT 65 (December) crossword competition and the WINNER—the first correct entry out of the hat—was Carlene Nillsen. Congratulations!**

It all started with a simple request:

## *Can we borrow Constitution Dock?*

THE AUSTRALIAN WOODEN BOAT FESTIVAL started back in 1994 with a simple request to TasPorts' Harbourmaster: 'Can we borrow Constitution Dock for a social weekend for wooden boat enthusiasts?' The Harbourmaster thought it over for a few minutes and replied: 'Yes, I don't see why not.' The rest is history.

No-one could have predicted 25 years ago that that tick of approval from TasPorts would see the MyState Australian Wooden Boat Festival (AWBF) grow into one of the largest maritime events in Australia and attract more than 200 000 visitors.

The approach to TasPorts was necessary because the state-owned company is responsible for managing and operating the Port of Hobart, including Sullivans Cove. As a venue for the AWBF, Sullivans Cove is hard to beat. Sullivans Cove itself is a beautiful part of the historic port area with excellent maritime facilities and ample attractions for visitors and locals alike, and it's right in the middle of the city.

The River Derwent is at its best during February when the festival is held, with generally warm and sunny conditions bringing out the blue of the water. The magnificent backdrop of kunyoni/Mount Wellington provides a world-class setting and makes a great photo!

*Without Tasports we wouldn't have a chance of putting on this festival.*

As well as providing the venue, TasPorts backs the festival in other important ways. 'If we didn't have the cooperation of TasPorts we wouldn't have a chance of putting on this festival. It's just too big,' said AWBF dock master Ross Barnett.

With around 350 boats in the water and more than 150 on the shore across a site that runs 1.3 kilometres from end to end, and with over 200 000 visitors, the festival has a significant presence.

'TasPorts is handling giant cruise ships, Antarctic vessels, re-fuelling, cargo and pilot operations all at the same time,' said Mr Barnett. 'TasPorts bends over backwards to help us. They understand the huge social benefit to the community which this festival brings. We are always impressed by TasPorts' ability to support such a large festival.'

In fact the AWBF is just one of many significant events that TasPorts supports on the Hobart waterfront throughout the year. Others include the Rolex Sydney Hobart Yacht Race, Dark Mofo and the Taste of Tasmania.

AWBF general manager, Paul Cullen, said the growth of festivals and special events around the Hobart waterfront over the last decade had been impressive and good for the economy. 'We're very happy with the level of cooperation and support we get from TasPorts, especially when you consider just how busy they are.'

It's certainly true that TasPorts is a vibrant company. Responsible for eleven ports around Tasmania as well as Devonport Airport, TasPorts is pursuing an ambitious strategy of growth in order to facilitate trade for Tasmania and serve as the State's tradelink to the world.

*So what does the future of the AWBF look like?*

'We are over-subscribed every year so the future looks strong,' said Mr Cullen. 'We will continue to work closely with TasPorts to explore how we might be able to further improve our event: the largest wooden boat festival in the Southern Hemisphere and the largest free event in Tasmania.' □



Photos of the AWBF ©TasPorts

**TasPorts**  
news







The Maritime Museum's *Westward*, Sail No C31, participating in the Parade of Sail on the River Derwent at the 2019 MyState Australian Wooden Boat Festival. Captain Mike Webb (left) with John Wedd. More on p. 19  
Photo: Peter Wright



## *Westward*

Designed and built by Jock Muir in 1947, *Westward*, 12.73 metres, is constructed from celery top pine and bluegum timbers. It is the only Tasmanian yacht to have won the Sydney Hobart Yacht Race twice (1947 and 1948). It was originally designed as a fishing cruiser, not a racing yacht. In 2010 *Westward* was donated to the Maritime Museum of Tasmania by owner Mr Stan Field, and sailed back to Hobart by Captain Mike Webb and his crew of MMT volunteers. Plans were made for it to go on permanent display in Constitution Dock, where it has been repaired and restored to return it to its original configuration. It is listed on the Australian Register of Historic Vessels.

*Westward* and *May Queen* in Constitution Dock  
Maritime Museum in background  
Photo: Barry Champion