

# MARITIME TIMES OF TASMANIA

No 68 – September 2019

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## WHALES

2019 whaling conference at  
the Maritime Museum

Conference Papers

Current whale research

Whale sightings

and

TasPorts news

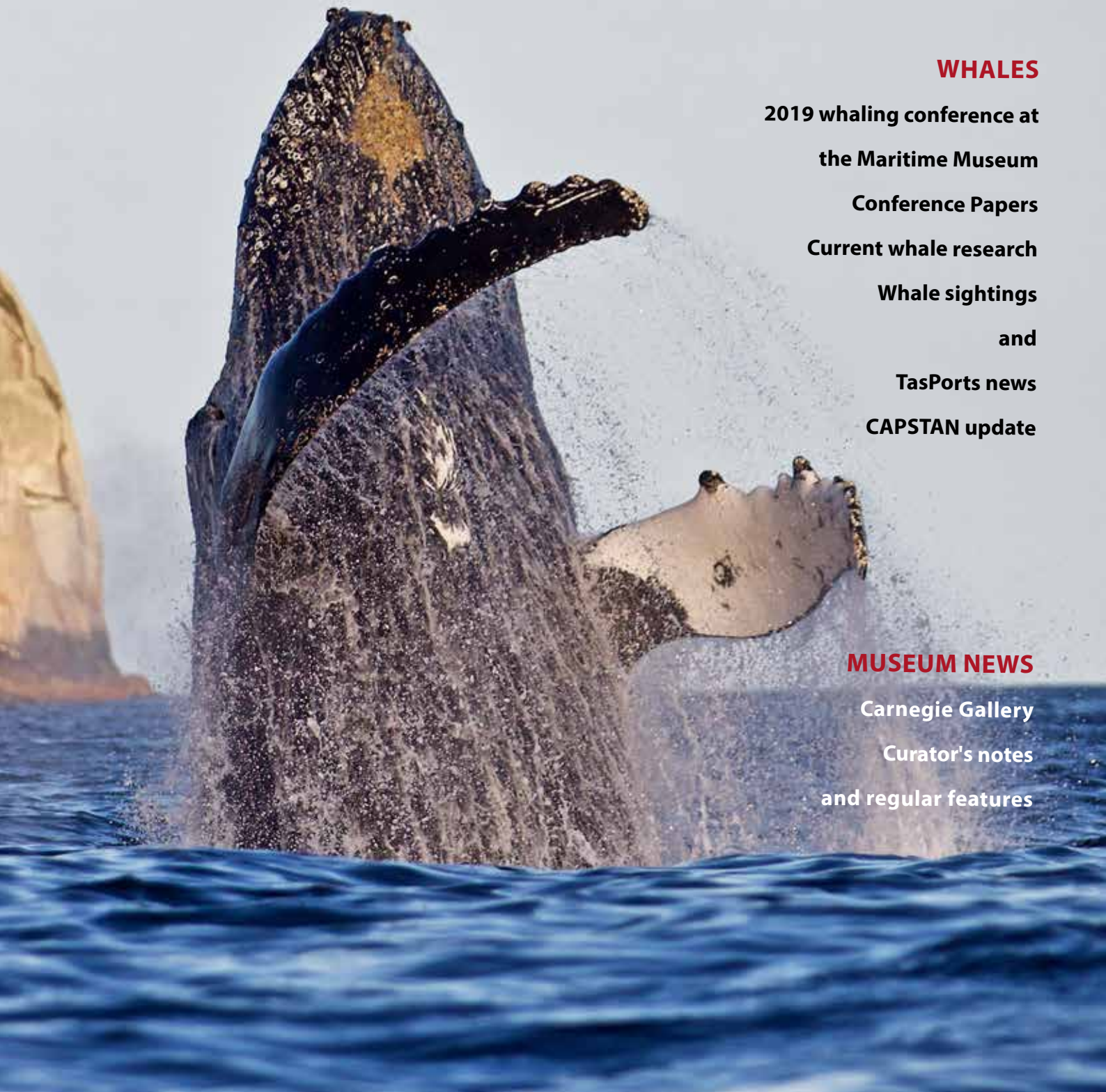
CAPSTAN update

## MUSEUM NEWS

Carnegie Gallery

Curator's notes

and regular features







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**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)

**Maritime Times of Tasmania**

The quarterly magazine produced by the Maritime Museum of Tasmania  
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**Front Cover image**

An adult humpback whale, *Megaptera novaeangliae*, breaches near Hippolyte Rock in November during the southward migration of humpback whales to Antarctic waters.  
 Photo: © Wild Ocean Tasmania

Humpback whales grow to 16 metres/40 tons and, though still endangered, the population of this species is increasing. Fact sheet at: <https://www.environment.gov.au/system/files/resources/bd460c69-d1ec-47b5-ad0d-90703340cdf7/files/eastern-humpback-whales.pdf>

**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 might 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 post your contributions to The Editor, GPO Box 1118, Hobart, TAS 7001, Australia, or email with attachments to admin@maritimetas.org

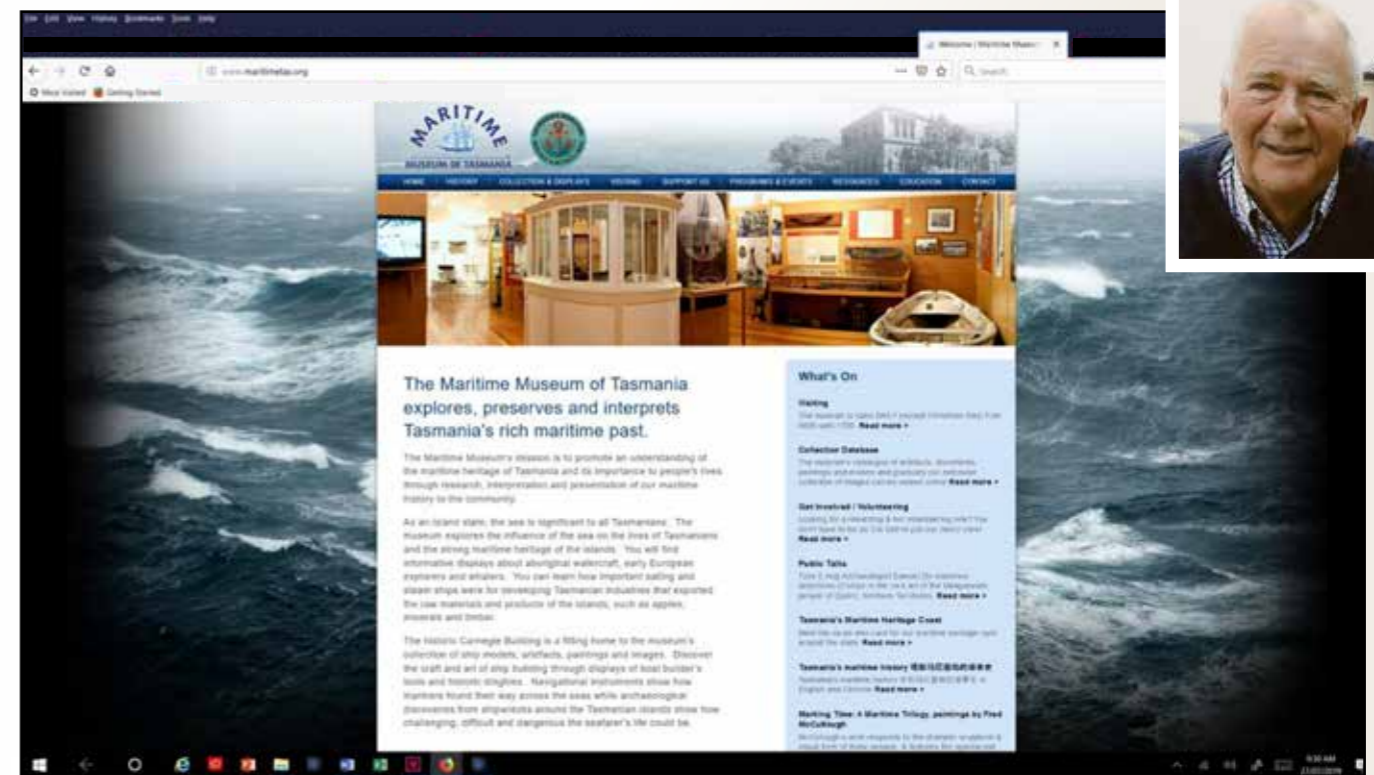
Alternatively, you can leave your contribution at the front desk of the Museum at the street address above. Please include contact details.

**Deadline for the next issue is 15 Nov. 2019.**



**from the president's log**

by Kim Newstead



Dear Members and Friends of the Museum,

In this issue of *Maritime Times* I would like to focus on our website which is found at [www.maritimetas.org](http://www.maritimetas.org)

Information technology (IT) has now become the standard for sourcing information and is changing the way museums throughout the world catalogue and deliver their collections. While our wonderful waterfront location provides a superb home to physically display our unique maritime collection, we must also remain relevant by utilizing the ability to distribute our entire collection and information globally, electronically.

There will always be a place for our physical display — it's our reason for being—however, I predict within the next twenty years museums, big and small, will rapidly lose relevance unless they can also be visited electronically. These online visits actually often inspire and encourage physical visits and this connectedness is essential for the Maritime Museum of Tasmania (MMT) in the information age.

Fortunately MMT has enlightened management and volunteers who have quietly been working away at digitising the entire collection; to date this incorporates 19 500 individual records that include photographs, collection information, details of artefacts, and our extensive library collection.

This enormous task commenced in 2006 and is now up to date with new acquisitions being added as we receive them. The collection can be explored via our website where the Collection and Displays page includes a link to our eHive database.

eHive is a web-based collection cataloguing system, used worldwide by hundreds of museums, societies and private collectors to catalogue objects, store images, manage acquisition information and publish their collections online.

*continued next page*

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## from the president's log (cont.)

eHive can be accessed from any computer or device running a web browser, including PCs, Macs and mobiles. eHive takes care of hosting and backing up our data, so our collection information is both secure and readily accessible.

Under the Resources tab on our web page you will find details about our research capability, hull scanning that enables us to electronically scan vessels' hulls and convert to line drawings; electronic files that preserve the shape for ever, long after the original has gone! There are copies of all *Maritime Times* back to 2009, and details of Maritime Heritage Organisation of Tasmania members that the Museum takes a lead role in supporting and developing.

Next to our Museum logo on the home-page at the top is a green logo 'Tasmanian Maritime Heritage & Activity Trail'. A click on this logo will take you to a statewide informative listing of a wide cross section of maritime information including activities. It is an interactive listing that has been designed for visitors and residents when touring around Tasmania. It currently includes the following categories:

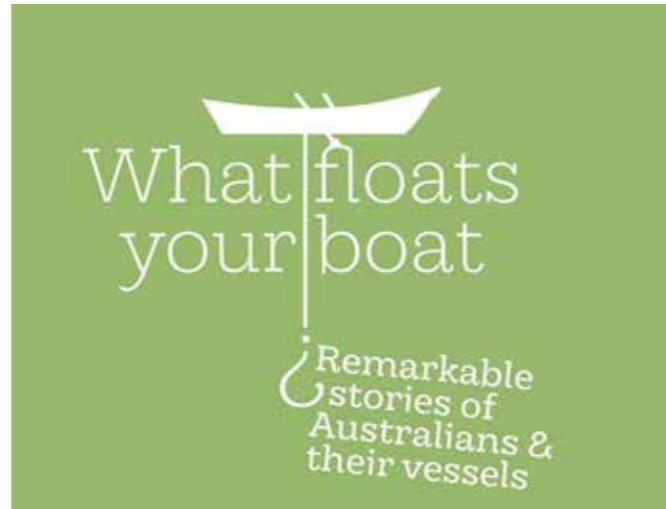
Museums - Maritime Information - Yacht and Rowing Clubs - Cruises - Charters - Ferries - Education Facilities - Maritime History Sites - Events - Lighthouses - Places - Monuments - Seafoods - Theatre - Boat Ramps & Public Jetties - Surf Clubs - Tall ships.

A click on the index on the right-hand side will bring up all listings under that category, a click on the icon on the Tasmanian map will bring up an individual listing, and a click on the site arrow will take you directly to the home-page for that particular site. So within two clicks you are able to access most Tasmanian maritime information. It has been designed to be smart phone compatible and within 12 months we hope all Maritime Heritage Organisations of Tasmania (MAHOOT) members will incorporate the link on their own websites.

I encourage you to visit our website and have a click around to discover what is available; I am sure most will get a pleasant surprise and be impressed at how far we have progressed over the last few years in our endeavors to become electronically connected.

For those who enjoy browsing the internet, may I suggest you google 'The Mother of all Maritime Links' and under the thousands of museums you will indeed find our own Maritime Museum of Tasmania listed! This is the most complete listing of matters maritime I have ever discovered.

[www.maritimetas.org](http://www.maritimetas.org)



## Travelling exhibition

The Australian National Maritime Museum and the Australian Maritime Museums Council (AMMC) are developing a travelling exhibition: 'What Floats Your Boat: Remarkable stories of Australians & their vessels', with content provided by the AMMC membership. Submissions close 30 September 2019.

PANEL DISPLAY BEGINS TOUR JANUARY 2020

Details of the project can be found at <http://maritimemusumsaustralia.com/page/what-floats-your-boat>

## Maritime Museum Members

### We welcome new members:

Serena Rule	Sue Walker
Myra Macey	Ian Scales
Cheryl Cashion	Roger Greenwood
Rex Kerrison	Andrew Wright
Shirley Cooper	Harley Stanton

### Not already a member?

You can join online, or download an application form at: [www.maritimetas.org/support-us/become-member](http://www.maritimetas.org/support-us/become-member)

## Membership Fees

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

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



'A Maritime Trilogy'  
5 JULY – 6 OCTOBER 2019

gallery **Carnegie**  
at the Maritime Museum

IT'S BEEN A BUSY FEW MONTHS in the Carnegie Gallery—with a conference, a book launch, an unveiling and exhibition openings.

In early May the Museum hosted the 2019 Hobart Whaling Conference featuring speakers from across Australia and overseas and a range of topics including whaling around Australia and the Pacific by the British and Colonial whale and seal fisheries. 'Wrecks in Tasmanian waters' continued to interest visitors alongside 'Scrimshaw: one man's obsession' featuring the magnificent collection of Colin Thomas. New acquisition, *Lady East on the River Mersey*, a rare portrait of a convict transport, was unveiled in June by Her Excellency Professor the Honourable Kate Warner AC, Governor of Tasmania (top, right). The unveiling attracted much interest and the Museum has been contacted by several descendants of the convicts who travelled on board *Lady East* to Tasmania in 1825. Launceston artist, Fred McCullough's show 'A Maritime Trilogy', is currently on display and will be followed by the Australian Society of Marine Artists' exhibition in November.

—Annalise Rees, Assistant Curator



top: Her Excellency, the Governor of Tasmania, unveils the painting of *Lady East* above: Handprints of his grandchildren were part of the creative process in this artwork by Fred McCullough  
Photos: Barry Champion

below: Chris Tassell opens the exhibition 'A Maritime Trilogy' Photo: Rex Cox



Next exhibition — by Australian Society of Marine Artists — opens in November 2019



# from the brig

WELCOME to the spring issue of *Maritime Times of Tasmania*, MTT 68.

In May this year, the Maritime Museum hosted a two-day conference on the history of whaling. This was a first for the Museum and in this issue we look at what it takes to organise such an event as well as publishing two of the papers presented at the conference.

The theme of whales continues with a look at contemporary research undertaken by the Australian Antarctic Division—tracking the whales. Another article from our company Wild Ocean Tasmania describes sightings of several whale species and the excitement of seeing a pod of rare whales.

Our Museum's online presence continues to grow, with the number of enquiries and comments generated by our eHive online collection database steadily increasing. Museum President, Kim Newstead, writes in this issue about the development of an online Tasmanian Maritime Heritage and Activity Trail hosted on the Museum's website.



OUR MUSEUM ALSO HAS A SIGNIFICANT ONLINE PRESENCE on the Australian Register of Historic Vessels (ARHV), managed by the Australian National Maritime Museum in Sydney. *May Queen* was the twelfth vessel to be added to this growing list, but a number of the Museum's own vessels also appear.

The most recent addition is the Wilson/Paisley dinghy, No 772 on the register. The dinghy, currently part of our Museum's permanent exhibition, joins two other vessels associated with the Wilsons of Cygnet on the register: *Cygnet* and *Annie Watt*.

*Westward* (ARHV 432) is the earliest of four Jock Muir designed vessels on the register, while Sandy Bay boat builder Reg Fazackerly is represented by three dinghies, including the Museum's *Egeria* tender (ARHV 573). Athol Rowe's 1957 Rainbow, *Rhythm* (ARHV 706), sailed by Barry Calvert and Charlie Ivey, won the 1961 Australian Championship in South Australia and represents this once popular class that has now all but disappeared.



above: The *Egeria* tender

right: MMT's Rainbow, *Rhythm* at the 2017 MyState Australian Wooden Boat Festival  
Photos: MMT Collection



POSSIBLY THE MOST UNUSUAL VESSEL in the Maritime Museum's collection to appear on the register is a relatively recent acquisition. During the 2019 Australian Wooden Boat Festival we were approached by the exhibitors of a 'boat ashore'. They had brought their exhibit down from the east coast on the roof of their car and, very reluctantly, they had decided that it was time to pass their boat on to a new home, hopefully without having to load it back onto the roof of the car. So, the Museum 'stored' the exhibit while the required process of presenting the donation to the Acquisitions Committee for approval was undertaken and, following the successful resolution of such, the Museum became the new, and very proud, owners of an early 1960s Foldaboat called *Toni*.

*Toni* was already on the ARHV as No 674. While not built in Tasmania, it came with a strong Tasmanian provenance through its delightful owners, who had owned it since 1965 and took it on their honeymoon and many happy fishing and camping trips around Tasmania. The Museum is very grateful for this wonderful donation which can be presented in museum exhibitions and Australian Wooden Boat Festivals into the future. □



top: *Westward* from the deck of *May Queen* in Constitution Dock

left: The Wilson/Paisley dinghy, on display at the Maritime Museum of Tasmania  
Photos: MMT Collection



right: Foldaboat *Toni*, with its former owners at the 2019 MyState Australian Wooden Boat Festival  
Photo: MMT Collection

The ARHV can be explored online at <http://arhv.anmm.gov.au/en/collections> and if you own a vessel that you think should be included, the curators of the register would encourage you to get in touch with them.





## hosting the 2019 whaling conference

WITH THIS ISSUE'S FOCUS ON THE WHALING Conference, I thought it was worth highlighting some of the organisation and effort that went on in the background to bring this highly successful event to the Museum. This was an important venture for us, the first time we had held a major conference in the Carnegie building. For those on the outside looking in, the conference can be viewed something like a duck ... looking calm and relaxed on the surface, but paddling very hard under the water to keep everything moving!

Firstly, it should be made very clear that the conference would not have happened without the initiative, passion and drive of one of our members, Dale Chatwin. Dale is a former librarian, whose interest in whaling began in the mid-1980s. He went on to work at the Australian Bureau of Statistics for 25 years where he learnt about the strengths of good research and solid data collection. He used that to great effect in building the British Southern Whale Fishery database. As part of this research, Dale has developed a fantastic global network of whaling history contacts, through which we were able to assemble a wonderful list of speakers. So, a resounding THANK YOU to Dale.

The conference had speakers and attendees from the UK, New Zealand, Queensland, New South Wales, Western Australia, Australian Capital Territory and Victoria as well as from the far corners of our fair state. With that sort of international and national coverage, the Museum's profile has been well and truly raised within the whaling history fraternity. In all, we had close to 50 participants, which was just the right number to

fit into the Carnegie, and still allow the Shipwrecks exhibition to remain on display (with a little careful shifting of some of the artefacts).

All the speakers came with a deep knowledge of their particular fields or topics. While I don't have the space to discuss each paper here, I will highlight just a few that grabbed my attention. (It was a bit limited, as I had to step out on a number of occasions to assist our brave band of behind-the-scenes organisers—all paddling furiously!)

The Whangamumu Whaling Film presented by Lindsay Alexander was fascinating. In 1933, Stacy Woodard of Hollywood, filmed open boat whaling out of Whangamumu Whaling Station, located on the North Island of New Zealand. It was very interesting (as well as rather gruesome) and it was useful to compare it with our own whaling film, on show in the Museum.

Julie Papworth's paper on surgeons embarked on whaling ships gave a different perspective on the whaling experience. Using data from the British Southern Whale Fishery, many ships' doctors were not well trained and the vast majority were unqualified. Yet there were exceptions, such as Robert Thomas Crosfield, who was university trained. He also appears to have been fleeing to escape arrest on a charge of high treason!

I thought David Stuart's presentation on American whalers coming to Hobart showed just how cosmopolitan Hobart was in the early nineteenth



## —behind the scenes

by John Wadsley, Maritime Heritage Coordinator

century. I think we sometimes forget just how significant Hobart was from a global perspective in terms of the whaling industry. We even had a US Consul based here from the 1840s!

I must also mention Rachael Utting from the University of London, whose presentation 'Collecting Leviathan' looked at the circulation of artefacts, specimens and imagery from whaling expeditions through curiosity shops, auction houses, major museums and private collections. Thoroughly interesting.

Behind the scenes, we had many people who ensured the two-day conference went off without a hitch. Beth was in control as usual, ensuring wayward volunteers and staff (mainly me) were kept on task. Mark did an excellent job, getting all the computery and lighting things to work. And to all the volunteers who assisted —Thank you!

We must acknowledge Eric Boglio for his excellent catering, and the sponsorship of Jean-Louis Boglio of Maritime Books, Cygnet toward morning teas. Navarine Press and Rhys Richards co-sponsored the reception for the book launch of *The Last of the Sail Whalers: Whaling off Tasmania and Southern New Zealand*.

top, left: Dale Chatwin welcomes attendees to the 2019 whaling conference

top, right: Scrimshaw items, on display at the conference.

right: Michael Pearson giving his presentation 'Australians in Antarctica' and discussing the use of whalebone in a sealer's shelter at Elephant Point, Byers Peninsula.

left: An attentive audience

Photos: Barry Champion



— HOBART WHALING CONFERENCE —  
Carnegie Gallery at the Maritime Museum

6–7 May 2019

The British Whale Fishery  
Whale Ship Surgeons  
Whaling around Western Australia  
Charting and Analysing Whaling Voyages  
Shore-based Whaling in New Zealand  
Colonial Whaling in Van Diemen's Land  
The American Whaling Presence in Hobart  
Twentieth-Century Whaling out of Hobart  
Collecting and Collections derived from Whaling

More details of the presentations can be seen at <https://www.whalingconference.org/programme.html>

Extracts from two of the papers presented at the conference are included in this issue of *Maritime Times* (pp. 10–15).

FULL PROCEEDINGS OF THE CONFERENCE are being prepared by Graeme Broxam as this goes to print. We will let you all know how to get copies. All in all, it was a great event, and proved that the Carnegie is a great venue. Many participants were so enthused that they said we should hold another conference in the future. Maybe ... □



# Verifying the Claims of the Popular Histories

## of Tasmanian Colonial Whaling

by Graeme Broxam

THE POPULAR VIEW OF THE WHALING INDUSTRY in colonial Tasmania and its contribution to the colony's economy is largely based on seven books published between 1931 and 1957 that deal solely or partly with it. In recent years the accuracy and completeness of this 'received history' has been questioned: does it overstate the assertion that the colonial industry was of an international scale and of great economic significance?

A study of more recent works and official records and statistics show that although the popular history is incomplete, and contains some detail unverifiable from official sources, it provides an excellent overview and in some respects understates the scope and significance of the industry.

### The Popular Histories

These seven books (left) were based on combinations of research mostly from newspaper sources and oral history collected mostly from the whaling veterans still living in the 1930s. The most comprehensive and reliable works based on research are those of Philp and O'May. Although both men apologise (with some justification) for their lack of ability as 'writers', the stories and data they present give a good overview of the timeline, individual ships, personalities and events, and some official statistical support to justify their contention that the industry was an important one. Sufficient primary research material survives to show that O'May conducted a fairly rigorous trawl through the Tasmanian press over many years and created a card index from which he was able to construct public talks, newspaper articles and books. Transcription errors result in incorrect details in *Whalers out of Van Diemen's Land*.

Lawson's *Harpoons Ahoy!* is a semi-fictionalised description of the colonial whaling industry in its two final decades, based almost solely on the memoirs of Captain William McKillop, a crewman on many New Zealand and Tasmania sealers and whalers from the early 1880s and chief mate of the last Tasmanian whaler *Helen* in 1898-1900. With the publication of McKillop's original memoirs as part of this conference, the significance of his contribution to understanding the minutia of a whaler's day-to-day life can be even better understood.

Lawson's other book was based almost entirely on the research of O'May as the result of a contract between Lawson and the Shiplovers Society of Tasmania in 1937 to write a popular history of maritime Tasmania. Contretemps between the parties and Lawson's meeting with and preoccupation with the memoirs of McKillop resulted in the project stalling until 1948. O'May (1957) essentially provides a somewhat better presentation of much the same material.

Villiers and Norman used a combination of newspaper-based research (Villiers, it would appear, largely from twentieth-

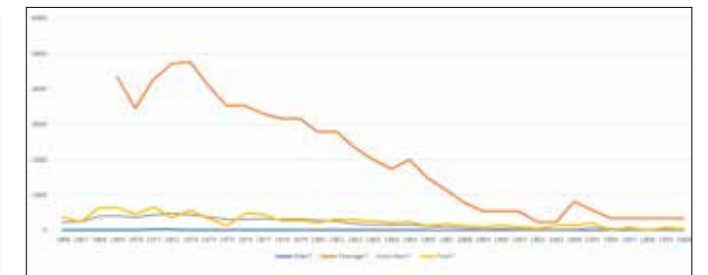
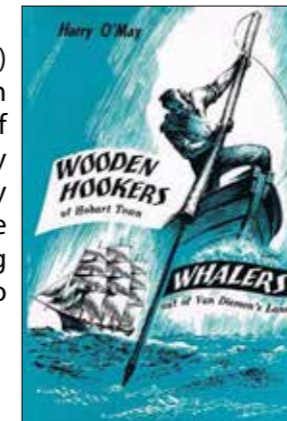
century newspaper articles) and oral history collected from a wide range of sources of variable accuracy (especially Norman) and are useful only in that they reinforce the overall concept that whaling was an important industry to colonial Tasmania.

### Recent Work

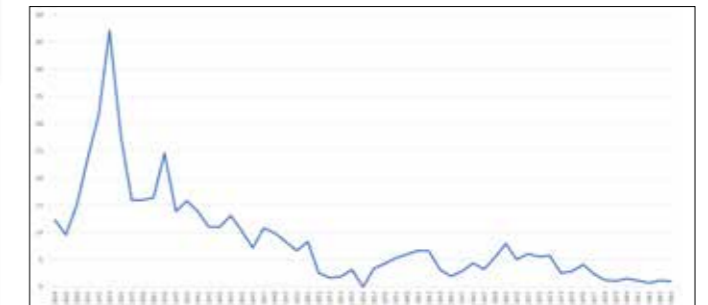
Interest in Tasmania's colonial whaling over the past half-century has resulted in several major works by skilled amateur and professional historians reviewing aspects of the industry. These include annotated memoirs of individual whaling masters and officers EP Tregurtha, Richard Copping, JW Robinson and William McKillop, a detailed history of the bay whaling industry by Michael Nash, and a book about the whaling master and whaleship owner Captain Charles Bayley by Rhys Richards. The period up to 1850 has also been comprehensively documented by the *Shipping Arrivals and Departures* series for Tasmania. These books have been greatly enhanced since 2010 by the introduction of the National Library of Australia's TROVE database that allows easy verification of their content from contemporary newspapers. Many official sources are accessible at least at the State Library of Tasmania in Hobart and in many cases elsewhere.

The most important of these are:

- Tasmanian Government's *Statistical Reports* record quantities that include catch and export quantities with estimated value,
- Ship registration details, that record the technical details and ownership of vessels known to be in the trade. Transcriptions for many of these have also been published, mostly in a series of books for individual ports by Ron Parsons, and
- Crew lists for a substantial proportion of Tasmanian whalers from the 1850s onwards.



(a) Hobart whaleships, men, and their catches 1868–1900  
Sources: Philp (1936) and 'Blue Books'



(b) Whale products as a % of total Tasmanian exports 1868–1884

### Statistical Analysis

The graphs above show (a) decline in whaling industry factors during the late nineteenth century and (b) decline in whale products as a percentage of exports. Overall, between 1825 and 1900 some 130 different colonially-owned vessels conducted one or more coastal or pelagic whaling voyages out of Tasmanian ports. In the peak year of 1847 there were 37 vessels engaged in the trade, employing 1035 men. Throughout the 1830s whaling contributed over 20% of total export income to the colony and although quantities and value of oil and bone taken in the 1840s were even greater, the proportional contribution was diluted somewhat by an economy expanding with agricultural exports to growing Australian colonies. After severe disruption to the availability of both men and ships during the Gold Rush period of the early 1850s, the industry recovered to the extent that it contributed about 5% to total exports in the 1860s and early 1870s. It was then completely swamped, as a contributor to the colony's overall economy, by rapid growth in mining and agricultural produce. Killed off by a fall in the British value of whale oil in the late 1890s, the industry came to an end in 1900.

### Conclusions

Sometimes incomplete and inaccurate, the popular works of the 1930s to the 1950s are unreliable as the basis for a comprehensive study of the importance of whaling to colonial Tasmania. Nevertheless, they give a good picture of the nature and scope of the industry, and that picture is reinforced with the information readily available from later studies and the original records. They provide good evidence that in the 1830s and 1840s the industry made a major contribution to the Tasmanian economy and continued to be a useful contributor to that economy until the mid-1870s. □

This article is an extract from a paper presented at the 2019 Hobart Whaling Conference hosted by the Maritime Museum of Tasmania.

#### • VANISHED FLEETS

Alan Villiers (1931)

#### • WHALING WAYS OF HOBART TOWN

J. E. Philp (1936)

#### • PIONEER SHIPPING

Leslie Norman (1938)

#### • HARPOONS AHOY!

Will Lawson (1938)

#### • BLUE GUM CLIPPERS AND WHALE SHIPS OF TASMANIA

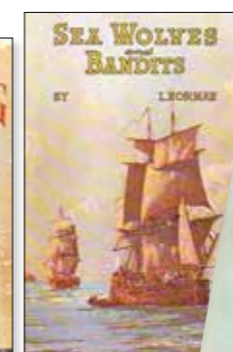
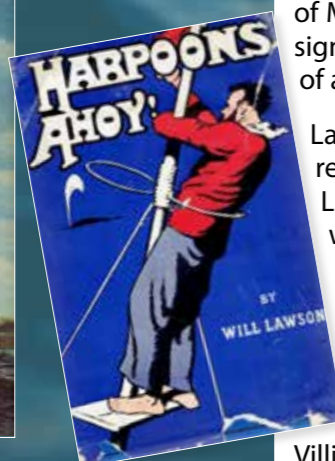
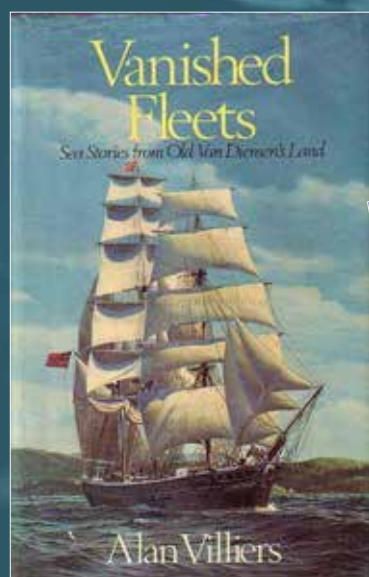
Will Lawson (1949)  
compiled in 1938

#### • SEA WOLVES AND BANDITS

Leslie Norman (1946)

#### • WHALERS OUT OF VAN DIEMEN'S LAND

Harry O'May (1957)







A Star whale catcher in sea ice

Artist: Willem van der Does, 1924

# Hobart's role in 20th century whaling

by Michael Stoddart

The 19th century came to a close at the same time as the most significant commercial era in Hobart's past. When the bark *Helen* returned from Campbell Island in February 1900 after a nine-month whaling voyage with only a few barrels of oil in its hold, the industry knew its days were over. The great whaling families who'd made so much money during the preceding 70 years, and contributed so much to Hobart's prosperity, put their ships to intercolonial trade carting apples, jam and agricultural products, and forgot about whaling. Kerosene now lit streets and houses; mineral oils lubricated the world's industry. There was little call for whale oil.

NAPOLEAN III had started a quest for a butter substitute in the 1850s on the advice of his advisors keen to reduce the cost of provisioning his army. The first result was a spread made from palm oil but toward the end of the century industrialists in Germany were granted a patent for a process called hydrogenation in which whale oil could be turned into an edible substitute for butter. The heralding of the 20th century saw a renewed interest in whale oil, and a revitalisation of an old industry. Lever Brothers in England, who had been making soap from plant oils for many years, saw the commercial potential for a butter substitute based on whale oil and actively promoted commercial whaling. For the next 50 years they became major producers of margarine made from whale oil, their fortune boosted by two World Wars in which butter was an increasingly expensive and rare luxury.

Meanwhile Scandinavians, despite losing significant revenue from whale oil due to the industry's collapse, retained a strong interest in the exploration of Antarctic regions where large lugubrious rorqual whales abounded, fed by seemingly limitless stocks of krill. Scandinavian industrialists increasingly turned their collective eyes toward the Antarctic in the hope of a new dawn for their ancient pursuit.

CAPTAIN CARL ANTON LARSEN was chosen by Swedish geologist Otto Nordenskjöld, leader of an expedition in search of minerals in the region of the Antarctic Peninsula, to command his ship *Antarctic*. After the expedition, Larsen persuaded a group of Argentinian businessmen to finance a whaling station on South Georgia, a venture his fellow countrymen had been reluctant to support. And so it was that in 1904 Compañía Argentina de Pesca S/A was formed.

Larsen built a whaling station at Grytviken on the east coast of South Georgia, a spot he'd discovered while commanding *Antarctic*. South Georgia was under British rule and, in 1910, Larsen applied for and was granted British citizenship for himself and his family. He returned to Norway ten years later, but his mind was never far from whaling. Over the next few years he thought about the taking and processing of whales at sea in Antarctic waters without the need for land stations.

## Pelagic whaling in Antarctica

In 1921 Captain Larsen and Markus Konow established Hvalfangeratienselkapet Rosshavet—the Ross Sea Whaling Company—to prosecute pelagic whaling in the Ross Sea. Norwegian money, including the King's, was far more forthcoming for this venture than for Larsen's Grytviken enterprise. Larsen and Konow found the vessel they needed in the Belfast-built *Mahronda*, renamed *Sir James Clark Ross*, which could carry the coal needed to sustain a five-month voyage in waters far remote from civilisation. Five whale catchers, named *Star I* to *Star V*, were purchased from the Star whaling company in New York to complete the fleet.

## Hobart

CAPTAIN ROALD AMUNDSEN, first to the south pole and undisputed Norwegian authority on Antarctica, had called at Hobart to send news of his achievement to King Haakon VII and to have some repairs made to his ship. He spoke well of the work ethic of the young men who laboured on his ship. On the basis of this, and Hobart's long history as a whaling town, he recommended that Larsen use the town as his final port of call. Larsen then instructed the Norwegian Consul in Hobart to advertise for young men to join his

'... the Antarctic blue whale population, estimated to have been in excess of 200 000 prior to 1920, is around 2300 individuals'



The carcasses of sixteen blue whales lie alongside *Sir James Clark Ross*, in Antarctica  
Photo: Alan Villiers, 1923

ship in Hobart from which he would select a dozen of the fittest.

Among those who applied was the 20-year-old former seaman Alan Villiers, then working with the *Mercury*. He persuaded the editor to allow him to go as a Special Correspondent. He was also given a camera and plenty of film. Villiers' book *Whaling in the Frozen South*, originally serialised in the *Mercury*, set him on his life's path as a writer of nautical books.

Larsen set out from Hobart on Thursday 29 November 1923 with 12 young men selected from the many who had applied, off to the Ross Sea to instigate a new era in whaling. Others aboard *Ross*, as the ship was universally called, sensed the zeitgeist of an era still in awe of Scott, Amundsen and Shackleton, and published their own accounts of that first whaling expedition to Antarctic waters in a steel-hulled ship—the first time such a hull had been exposed to Antarctic sea ice. Willem van der Does (Billy), a young Dutch artist and the whale boys' bosun, wrote an illustrated account of the voyage. *Storm, Ijs en Walvisschen* (1934); trans. *Storms, Ice and Whales* (2003). In this emotional account of a whaling expedition, the author voices fears for his safety in uncharted waters. He describes the awfulness of whale slaughter. He could not bring himself to paint the chase or kill but described in vivid detail the sea changing from water to blood as red sticky foam covered the ship, men and everything all around as a great whale expired. It sickened him.

## Lighthouses Act 1911

When Larsen first visited Hobart he was not required to pay lighthouse fees. Whaling was an exempt activity. But shortly after he departed from Europe for the 1924–1925 season he received word that the exemption should not have been granted in 1923 because it had been deemed that a factory ship was not a vessel engaged in the capture of whales, which was the precise grounds for exemption. The Act, written to favour shore-based whaling activities in Victoria and New South Wales, had not been designed for pelagic

whaling. Larsen was to pay around \$9000 simply for his factory ship to pass the Derwent light on its way to Hobart's port. He had had enough of what he saw as Australian duplicity and vowed never to return to Hobart but to base his activities in New Zealand, which now had judicial authority for the Ross Sea.

That would have been the end of Hobart's role in Antarctic whaling but for the formation of a second Norwegian whaling company, Polaris, of Larvik. From 1926–1927 until 1930–1931, the great coal-burning factory ship *NT Nielsen-Alonso*—at the time the largest ship in Norway's mercantile fleet—accompanied by five oil-fired catchers *Pol I* to *Pol V*, called Hobart its southern home. *Alonso*, as it was known, required 30 or more young men each year to haul coal around the enormous decks and to process the vast number of whales the catchers brought in.

## Tassie's whale boys

Over a series of eight annual expeditions, young Tasmanian men—"Tassie's whale boys" as Villiers called them—would join up as deck hands to test themselves in the worst conditions in the most dangerous of occupations on Norwegian whaling ships. Most went south just once, returning home as heroes to their families and girlfriends. In some families, siblings followed in an older brother's footsteps. Most whale boys were aged in their early 20s when they went to sea but at least one celebrated his 17th birthday afloat. They came from all walks of life. Some left secure jobs; others took the chance of a few months among the whales with the camaraderie of the whalers to break the boredom of unemployment.

The Stewart family claims pride of place among Tasmania's whale boys. William Stewart ("Old Bill") was a 48-year-old police sergeant from Bellerive when he first signed up in 1926. In recognition of his age and authority, he was appointed bosun for the whale boys, a job he handled well. He could stand up to *Alonso's* First Mate—Mathias Bolt, a former overseer of a black South African work gang—who treated the young men



appallingly. In 1927–1928 Old Bill was joined by his son William ('Young Bill'), aged 22. Old Bill missed the 1928–1929 season for reasons unknown as he had signed up a few days prior to departure but failed to join the ship, leaving Young Bill as the family representative. Both father and son signed up again in 1929–1930 and again in 1930–1931, which was to be last occasion that Norwegian whaling operated out of Hobart.

The reason for the end of Hobart's role in Antarctic whaling was that the Norwegian industry realised that not only were blue whales becoming harder to find but that there was a glut of oil on the international market which was depressing prices. Collectively, the companies took the decision not to go south over the austral summer of 1931–32 and in 1932, when whaling resumed, they changed their focus from the Ross Sea to the Scotia Sea around the South Shetlands, South Orkneys and South Georgia.

During the 1930–1931 season *Alonso* was instructed to return to Norway without going first to Hobart. The Australians were not allowed ashore as none had a passport. Old Bill used his authority to make it clear to the ship's captain and company directors where their responsibility lay, and engaged Britain's Ambassador to Norway in the cause. Strings were pulled and the boys were issued passports for a single journey to Tasmania aboard the liner *Barrabool*, travelling in far greater comfort than that to which they were accustomed.

Over the eight whaling seasons Tasmania's young men witnessed and participated in the processing, if not the actual deaths, of 4804 blue whales and 411 other whales. At prices adjusted for inflation to present day values, oil worth \$142 000 000 was extracted from the whales' blubbery bodies.

### Whale Boys' diaries

Many of the young men kept diaries of their time at sea and several took photographs. The common feature displayed in them was a taste for adventure and excitement. Few spoke of the dangers they faced and when they did it was laughed off with the insouciance of youth. Even when their ship struck a submerged piece of iceberg in 1929 and sprung a couple of plates on the bow necessitating the call for all hands to get to the lifeboats the diaries spoke of the adventure of what lay ahead, and a sense of disappointment when the crew got the pumps going and effected miraculous repairs to the damaged bow. They wrote of the penetrating cold, the shrieking wind and mountainous seas. They were in awe of the incredible professionalism of the Norwegian captains and officers who took their ships into the most dangerous ice conditions and somehow got them out again.

There was uniform admiration for the brave fearless Norwegians who pursued whales in Antarctic waters. All the boys wrote of the adventure in which they were

participating. Sir Hubert Wilkins' co-pilot, Ben Eielsen, wrote: 'We can fly for a few hours over the Antarctic regions, maybe no-one has done that before, and the newspapers all over the world make a lot of noise and fuss. But just imagine that here, a whole whaling fleet of between 5000 and 6000 men is lying in the same regions. Down here, in the very shadow of the South Pole, a livelihood has been created which every year directly and indirectly earns hundreds of millions of Kroner. The Norwegians have made the way through the hundred-mile-wide belt of ice into the Ross Sea a thoroughfare. They have taken a gamble and they have won. Whaling in the Antarctic Ocean is undoubtedly the toughest and most hazardous livelihood in the world. People write lengthy articles and voluminous tomes on polar fliers and polar explorers, but where are the books on the whalers in the Antarctic which should provide reading matter for all the youth of the world?'

Nothing unified the young men as much as the quality of the food on board. Food structured their lives from the first mug of hot, strong Norwegian coffee before 6am, to dinner twelve hours later. A staple on all modern Norwegian ships, just as it had been centuries before on the Viking longboats, was *tørrfisk* (dried stockfish). These were fillets of cod, dried in the open air over wooden stocks. Preparation required several days of soaking and some skill with presentation. Athol Tilley, who joined the first two expeditions on *Ross*, said of it: '... it was not too bad when served with margarine sauce, after being soaked for about a week and belted with a belaying pin.'

Even the least literate of the boys wrote of the indescribable beauty of the Antarctic, its majestic icebergs and the vast Great Ice Barrier. The Dutch artist Billy confessed he could not create the palette of colours he needed to do the scene justice, while Alan Villiers wrote that his pen was unable to describe the colour of the midnight sky. Only when at anchor in the dismal and depressing surroundings of Discovery Inlet, a notch in the Great Ice Barrier, did the diaries hint of any sense of dread, of the boys' fears for their safety. Here, where it was much colder than anywhere else and the wind shrieked villainously, where rope froze as hard as iron, where iron stuck to unprotected skin like glue, where icicles hanging from the rigging threatened the stability of the huge ship, where radio waves could not penetrate, were the boys forced to face their innermost thoughts. They did, and none was found wanting. Boys returned home as men.

### Pay

Although profits for the whaling companies were high, the whale boys were paid little for their long hours working in awful conditions. Norway was quite progressive in paying its seamen a monthly wage in addition to a 'lay', or share of the profits from the sale of the oil obtained. Nonetheless, for four month's work the

young men took home but meagre sums. If they could live frugally it might be enough to see them through until they could sign up again next year. They paid nothing for their board and lodging while aboard ship so their pay was all found—except for debts occasioned by expenditures in the ship's shop (slop chest), where clothing, tobacco, soap and other necessities and/or luxuries could be purchased. They took home a basic monthly wage of between \$200 and \$300 (current AUD values) onto which was added overtime at about \$1.77 per hour and a lay of 2.5–10 cents a barrel. At an average of 47 500 barrels per voyage, and an average lay of 3 cents per barrel, an additional \$1400 was added to the take-home pay of each whale boy. Rates of pay were at their highest in 1923–1924 and 1924–1925 when the boys worked for the only whaling company operating in the Ross Sea. *Polaris* paid less when more companies joined the competition.

### Cruelty and Conservation

It is easy to condemn industrial whaling of the 1920s as cruel and barbarous and not something in which members of civilised society should have participated, but this is a lazy condemnation rooted in 21st century perceptions. Society's views on whaling have changed dramatically over the last 100 years and we must be careful not to judge the enthusiasm for whaling shown by our fathers and grandfathers through a lens ground to a modern prescription. A recurring feature of the diaries of the young Tasmanian men, identified not so much by the words they wrote but by those they did not, was acceptance of the fact that the world needed whale oil and to obtain it whales had to be killed. A few of the more articulate boys addressed the pain and suffering endured by a whale before it died.

Clive Tilley, 19: 'It seemed to me very wrong the wholesale destruction of these defenceless monsters of the deep, and whenever I heard the report of the harpoon guns I couldn't help but think of the terrible agony the whale must suffer before it eventually died.'

Alan Villiers, 20: 'A half flensed whale lying alongside for'ard heaves and rolls and jumps, seemingly alive and striving to break the wires and chains which hold it fast by the tail and fins. Perhaps its soul is disturbed this wild night—it is wondering why man should come away down to this cheerless cold land to kill it and its kind but for its covering of fat, to render into oil for margarine and glycerine ... so that fat well-fed people thousands of miles away may heedlessly spread margarine on their bread and apply glycerine to their sleek heads. It does not seem fair or natural that the blue whale should be hunted and killed in these unhappy waters far from warmth and cheer, where none but the most intrepid explorers have hitherto ventured.'

With the passage of time several of the whale boys reflected upon their time among the whales with a wistful remorse borne of a mature understanding

about the awful thing to which they had been party. Clive Tilley later shuddered at the thought of what was done in Antarctica and of which he had been a part, recalling with anguish the sight of the snow-covered decks turning to red slush as pristine snowflakes landing on the deck formed a blood-red mantle. At the age of 79, he regarded whaling as a barbarity that had no place in a civilised world.

Harry Brammall, 64 years after he'd been whaling, wrote: 'I was 19. I wanted to see Antarctica and also become a writer. We did not know we were embarking on a ghastly industry that would go for 50 more years and result in the near-extinction of the greatest animal that ever lived—the blue whale. Whales were plentiful, and most of us were unemployed, victims of a crippling recession. We were going down to the sea in ships, partly for adventure but mainly for money. We thought nothing of the conservation of whales. Killing whales to the verge of extinction is deplorable.'

Tassie's whale boys did not know back then that the road to moral sanity was to be a long one—Australia banned whaling in 1978, eight years before the International Whaling Commission agreed to an international moratorium on all commercial whaling worldwide—by which time the road back to sustainable stocks of whales would be even longer.

Almost a century has passed since the industrial slaughter of blue whales in the Ross Sea came to an end and their stocks are now showing signs of a slow recovery. The latest International Whaling Commission figures suggest the Antarctic blue whale population, estimated to have been in excess of 200 000 prior to 1920, is around 2300 individuals. The population appears to be increasing at about 8% annually. Even so, recent projections suggest their numbers will not reach 50% of their 1920s level before the end of the present century. The 2016 declaration by the Commission for the Conservation of Antarctic Marine Living Resources of the Ross Sea as a Marine Protected Area prohibits all commercial activity, including fishing, krill harvesting, etc., in the area for 35 years. This will give the marine ecosystem the best chance for recovery. Can we dare hope this bold international decision will hasten the recovery of whale stocks and begin to put to rights the awful slaughter that so nearly cost us the largest mammal ever to grace the Earth? The whale boys would certainly hope so. □

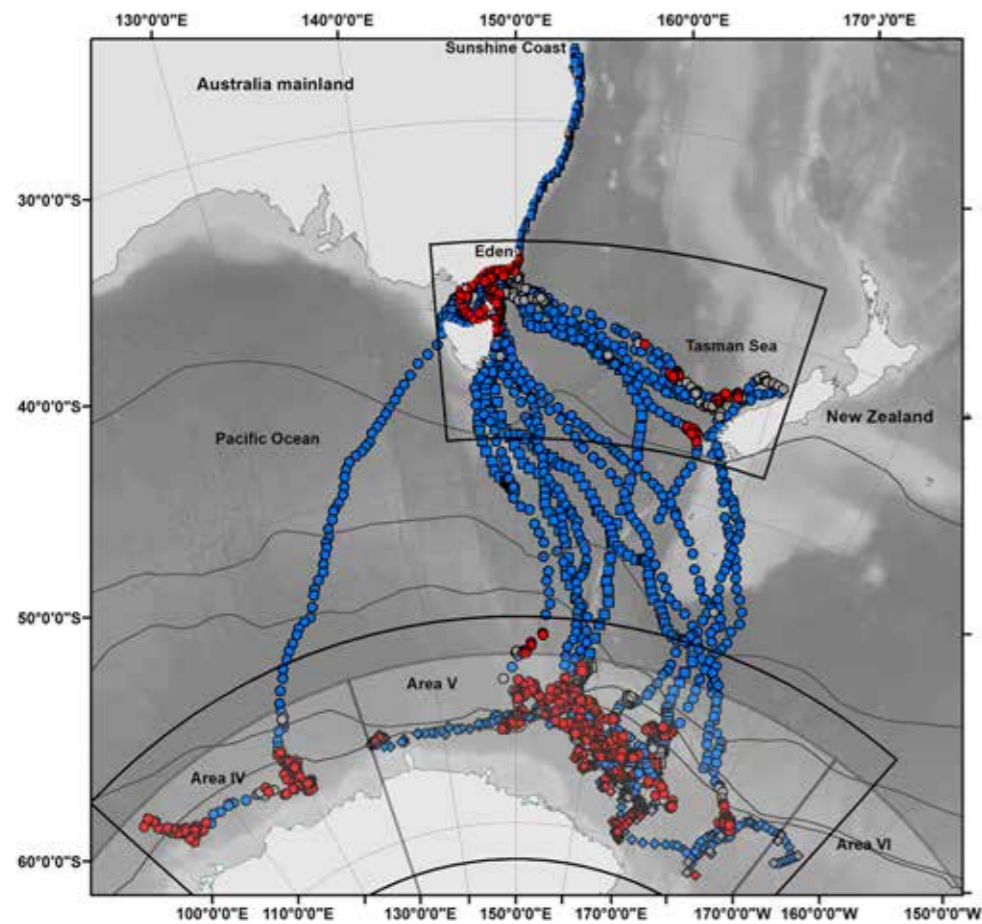
### References

Stoddart, Michael (2017). *Tassie's Whale Boys: whaling in Antarctic waters*. Forty South Publishing Pty Ltd, Hobart.

Diaries held in MMT library, Tasmanian and Commonwealth archives, and private collections.

This article is an extract from a paper presented at the 2019 Hobart Whaling Conference hosted by the Maritime Museum of Tasmania.





**Figure 1 (left)**  
**Humpback whales**  
 Migration pathways for 30 humpback whales satellite-tagged off the eastern coast of Australia.

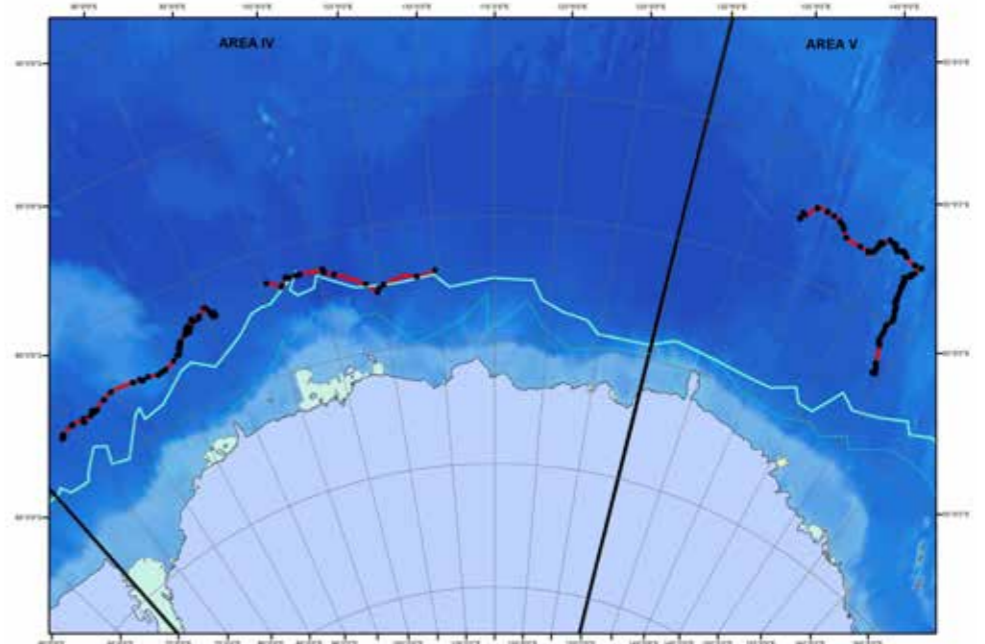
circles: Eden deployment of tags  
 squares: Sunshine Coast deployment  
 diamonds: in Antarctica.  
 (a) Shows tracks across the entire geographic range and depicts IWC Antarctic Management Areas IV, V and VI as white boxes.

Location estimates from the state-space model are coloured according to the behavioural state estimate:  
 red: search and forage  
 blue: in transit  
 grey: uncertain

Grey lines show climatological oceanic frontal positions.<sup>1</sup>

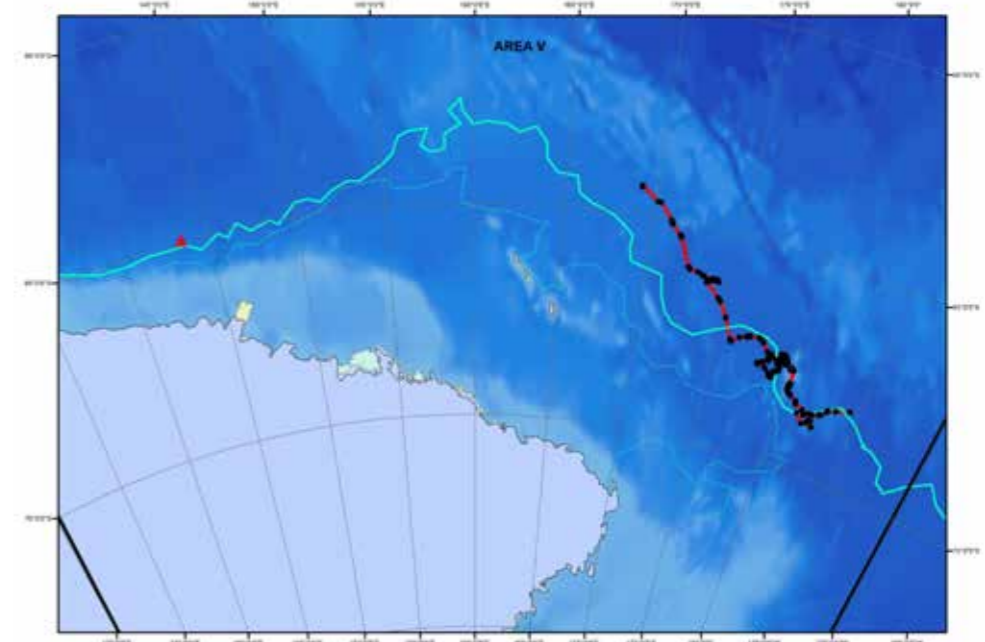
**Figure 2 (right, top)**  
**Antarctic blue whale, Markus**

Satellite tag derived movements of Antarctic blue whale, Markus, tagged on the 14/2/2013 at 62.00°S, 149.01°E. The whale proceeded to travel north and then west until a temporary pause in transmissions; 25 days later the tag began transmitting again locating the whale 1762km to the west. After an additional 8-day break in transmission, the whale continued heading in westerly direction until tag failure producing a 74-day track during which locations were received on 40 days. Ice extent at tag deployment (14/2/2013) and tag failure (29/4/2013) is represented by the dashed and solid lines adjacent to the Antarctic coastline. The red line is the smoothed track with an additional location every 6 hours and the black points are the estimates of each smoothed location retained post filtering.<sup>3</sup>



**Figure 3 (right)**  
**Antarctic blue whale, Henry**

Satellite tag derived movements of Antarctic blue whale, Henry, tagged on the 8/3/2013 at 64.04°S, 168.29°E. The whale proceeded to travel south-easterly across the 14-day tracking period. The location at which the whale was photographed on the 9/2/2013 is represented by the red triangle. Ice extent at photo identification (9/2/2013) and tag failure (21/3/2013) is represented by the dashed and solid lines adjacent to the Antarctic coastline. The red line is the smoothed track with an additional location every 6 hours and the black points are the estimates of each smoothed location retained post filtering.<sup>3</sup>



## Tracking the whales — recent research

A TEAM OF SCIENTISTS at the Australian Antarctic Division (AAD) monitors the migration and behaviour of whales in southern seas. They have tracked the movements of the two subspecies of blue whale that occur in the Southern Hemisphere: the critically endangered Antarctic blue whale (*Balaenoptera musculus intermedia*) and the pygmy blue whale (*Balaenoptera musculus brevicauda*), for which not enough data are available to determine its conservation status on the IUCN Red List, though it's likely that this subspecies is not as severely depleted as the Antarctic blue whale.\* Populations of both these subspecies were heavily impacted during the commercial whaling era but, because the pygmy blue whale was not identified prior to the 1960s, the whaling companies' documentation didn't differentiate between the two. The AAD team has also monitored other whale species which were harvested and which now have increasing populations: the humpback whale (*Megaptera novaeangliae*) and the southern right whale (*Eubalaena australis*).

Tasmanians are familiar with reports of humpback whale sightings, particularly along the eastern coastline, during the annual migrations. Data from the AAD team's satellite tracking (Figure 1) show the route taken from the warmer waters of Queensland via New South Wales, Tasmania and New Zealand to the cooler Antarctic waters. Their results for the movements

of southern right whales are not yet available, but the southeast Australian population of that species, which moves through Tasmanian waters, is very slowly recovering (Carroll et al., 2015). Details of the tracking of two Antarctic blue whales, Markus and Henry, are given (Figures 2 and 3). Pygmy blue whales were tracked along the coast of Western Australia from the Perth Canyon (approx. 32°S, 115°E). Regions occupied by the pygmy blue whales during the monitored migrations were: Indonesian waters and the equatorial Molucca Sea, the Ningaloo Reef, the Perth Canyon and the Subtropical frontal zone (approx. 42°S).<sup>2</sup>

To obtain this data, tags that enable satellite tracking are deployed and these attach to the whale. Sometimes, a biopsy sample can simultaneously be taken with a retrievable dart. These procedures can only be effected with relevant permits and in strict accordance with the approvals and conditions of the Antarctic Animal Ethics Committee. Analyses of the small amounts of skin and blubber obtained facilitate the registration of genetic information and the determination of the individual's sex, while concurrent photographic images support its visual identification. Read more about the project at: <http://www.marinemammals.gov.au/sorp/antarctic-blue-whale-project>

\* International Union for Conservation of Nature and Natural Resources Red List of Threatened Species™ [www.iucnredlist.org](http://www.iucnredlist.org)

*Maritime Times* thanks the team at the Australian Marine Mammal Centre, Australian Antarctic Division, Kingston, Tasmania, who supplied information and images. Images ©AAD. Journal articles published include:

<sup>1</sup> Andrews-Goff, V. et al. (2018) 'Humpback whale migrations to Antarctic summer foraging grounds through the southwest Pacific Ocean.' *Scientific Reports* 8:12333 <https://www.nature.com/articles/s41598-018-30748-4>

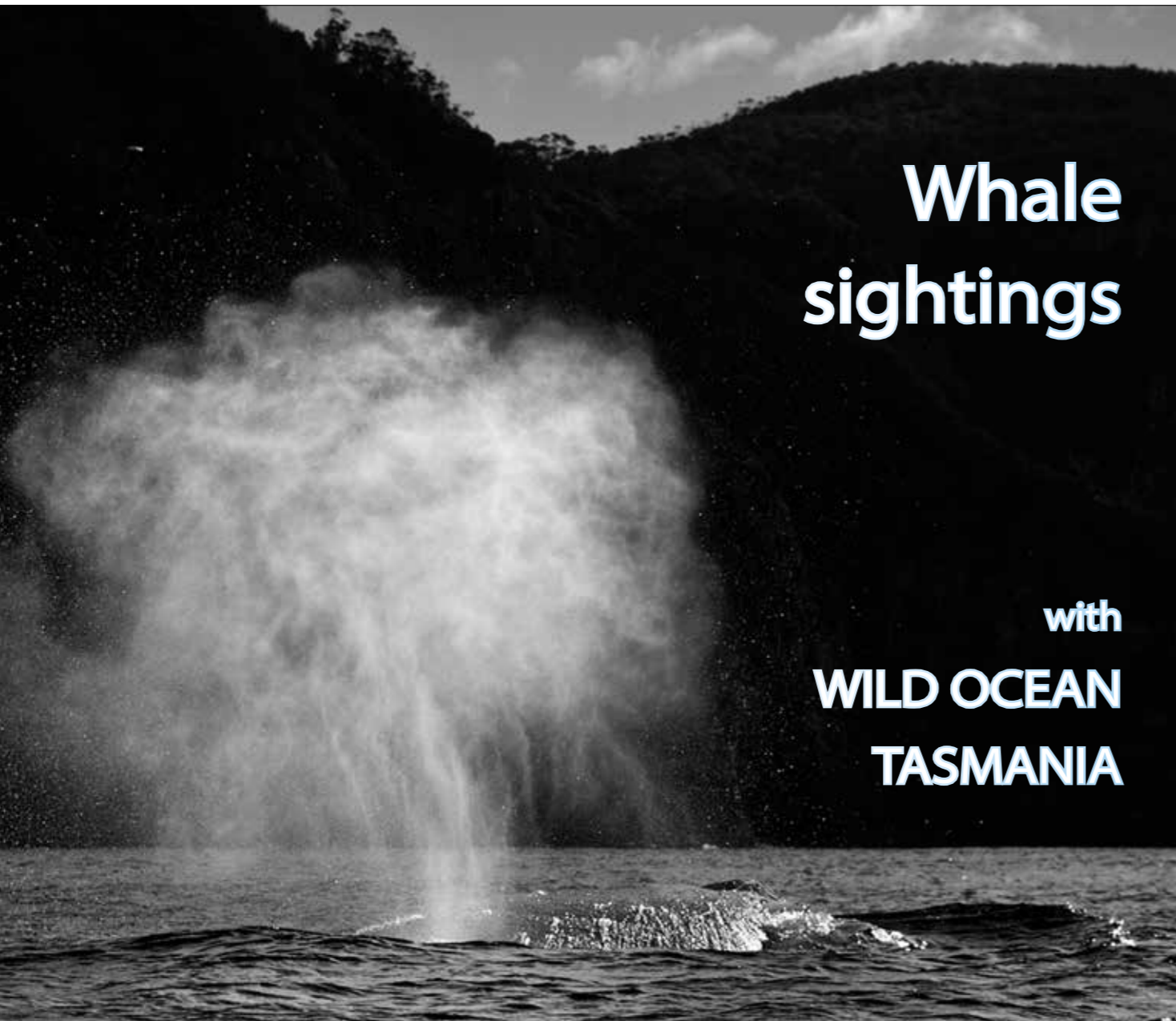
<sup>2</sup> Double, M. et al. (2014) 'Migratory Movements of Pygmy Blue Whales (*Balaenoptera musculus brevicauda*) between Australia and Indonesia as revealed by Satellite Telemetry.' *PLoS ONE* 9(4): e93578. doi:10.1371/journal.pone.0093578 <https://journals.plos.org/plosone/article?id=10.1371/journal.pone.0093578>

<sup>3</sup> Andrews-Goff, V. et al. (2013) 'Satellite telemetry derived summer movements of Antarctic blue whales.' [http://www.marinemammals.gov.au/\\_data/assets/pdf\\_file/0011/135596/SC-65a-SH03-Andrews-Goff.pdf](http://www.marinemammals.gov.au/_data/assets/pdf_file/0011/135596/SC-65a-SH03-Andrews-Goff.pdf)

Additional reference:

Carroll E.L. et al. (2015) 'Cultural traditions across a migratory network shape the genetic structure of southern right whales around Australia and New Zealand.' *Scientific Reports* 5:16182. <https://www.nature.com/articles/srep16182>





# Whale sightings

with  
**WILD OCEAN  
TASMANIA**

LOOKING BACK over nearly 20 years of tours and cruising on Tasmania's south-east coast, and after sharing thousands of whale sightings with countless people, we have no doubt that we live in one of the most cetacean-rich corners of the world.

‘We knew that this could possibly be our first and last encounter with these rare animals.’

With the tragic history that lies in our recent past, the treatment and slaughter of these magnificent and vital ocean inhabitants, it's a wonder that we get to see what we do. It's an incredible example of how resilient some species and the ocean ecosystems must be.

We are extremely grateful for the opportunity to operate in such a fragile yet diverse marine environment with epic coastal scenery, seals and albatross, and of course whales. Sighting whales is always up there at the top of the list!

Just in the last 18 months we have encountered several species of dolphin, and hundreds of toothed and baleen whales representing nine different species: pygmy blue, fin, sei, humpback, southern right, minke, dwarf minke, orca and our rarest and most unique visitor to date, the pygmy right whale. Most of the common whale species we see around Tasmania have distinguishable characteristics and behavioural attitudes, but every now and then we come across something different.

IT WAS A FINE, LIGHT WIND DAY IN APRIL THIS YEAR. While on one of our Seal and Ocean Expedition tours, we were cruising across Munro Bight when we spotted a small dorsal fin. The initial call was that it was most likely a pod of common dolphins—at times, we see these daily. As we moved closer to the area, we noticed that the classic dolphin surface intervals were distinctly different and we realised that this sighting was quite likely a small whale, possibly a dwarf minke. A few more momentary glimpses, and photos we could cross-reference with our onboard chart, and it became clear that we had something unique around us—a pod of pygmy right whales! We knew that this could possibly be our first and last encounter with these rare animals. There were five in total and about two hours and 700 photos later we reluctantly left them to continue their journey.

THE PYGMY RIGHT WHALE, *Caperea marginata* (right), is the smallest, most cryptic and least known of the living baleen (filter-feeding) whales (Mysticeti).<sup>1</sup> As far as we know, there have been less than 25 'at-sea' sightings worldwide. Superficially, it has an arched mouth and long thin baleen but, unlike other right whales, it has a dorsal fin. When researchers observe the anatomy of these whales and their relationships with other whale species, it's unclear which family they belong to. These whales are not actually right whales. Their latin name (*Caperea*, wrinkled, and *marginata*, margins) describes the wrinkles on the ear bone and the black margins on the baleen plates. They have a massive rib-cage compared to body size with flattened ribs from front to back as if to shield internal organs, like an armadillo. No other species of baleen whale has this.

First described in 1846 by renowned zoologist, John Edward Gary, 'pygmy right whales' are the smallest of the baleen whales, growing to about six metres and weighing about 4500 kg. Some researchers believe this whale is a member of the cetotheres, a family of baleen whales which, until 2012, was thought to be extinct.

How unique our marine environment is and how little we know it.

<sup>1</sup> Fordyce, R and Marx, F (2013). 'The pygmy right whale *Caperea marginata*: the last of the cetotheres.' *Proc. Roy. Soc. B: Biol. Sc.* 280.20122645.10.1098/rspb.2012.2645



top and above: The super rare *Caperea marginata* or 'pygmy right whale' in Munro Bight Note dorsal fin.

below: A southern right whale at Pirates Bay

facing page: The distinctive shape of the blow of the humpback whale near Cape Hauy Photos: © 2019 Wild Ocean Tasmania

continued next page







Young humpback whale breaching at Fortescue Bay  
Photo: © 2019 Wild Ocean Tasmania

WHALES PLAY A VITAL ROLE in the carbon cycle: trace metal and organic carbon content of faecal material stimulate the growth of phytoplankton, which absorbs over half the world's CO<sub>2</sub> and in turn releases over half the world's oxygen.

With huge pressure on krill stocks from environmental changes in Antarctica, the harvesting of 150 000 tonnes of it annually, rapid warming of the oceans, ocean acidification and local decisions like the introduction of fish-farms which have a track record of collapsing marine ecosystems, the future doesn't look bright for whales. And not only for whales, but for the ocean in general and for humanity. Life on Earth, as we know it, only exists because of the ocean.

It's simple: No ocean, no us. We need to minimise our impact on the ocean and its inhabitants. It is essential to consciously reduce our footprint, to reduce plastic consumption, and to buy food and goods as close to home as possible. Future generations will thank us for it.

WILD OCEAN TASMANIA is a micro tourism business that operates from mid-September to the end of June each year (weather-dependent).

We are passionate advocates for ocean conservation, operate single-use plastic free, and do not use, have, or live with any animal- or animal cruelty-based products. We also self-fund a native wildlife rescue/rehabilitation centre.

We collaborate with marine researchers on various projects and are always open to share photos, film or data with those who need it. We share in-depth knowledge of the geology, marine biology and marine environment in our unique part of the world and focus on the human impact that our day-to-day lives have on the ocean, its inhabitants and its future.

The best time to see whales in Tasmania with us is during their northward migration period between June and July and again from October until the end of December, when thousands of humpback whales migrate south, past Tasmania to their feeding grounds in Antarctica.

Southern right whales can often be seen from land-based viewing areas all around the south-east and east Tasmanian coasts during winter and spring. □

## ship spotter

SHIPS CAN BE COLOURFUL

by Rex Cox

While the traditional black hull is still relatively common, many ships' liveries these days can be described as eye catching. These two illustrate the point:



FERRY *Volcan de Tagoro*

Incat launched its latest wave-piercing catamaran ferry on 15 June 2019. The 111-metre *Volcan de Tagoro* (named after a submarine volcano off the island of El Hierro in the Canaries) left Hobart a month later for Spain.

Carrying almost 1200 passengers, 215 cars and ro-ro cargo, it is powered by four MAN 28 diesel engines driving Wartsila waterjets at a service speed of 35 knots.

### OIL TANKER *Stena Concert*

'First Class Seaborne Solutions'

Oil tanker *Stena Concert* called at Hobart and Devonport in late June, sporting a stylish dark blue hull and a considerable amount of self-promotion! The Swedish owners were in the news during July 2019 when one of their British-flagged tankers was seized by Iranian forces in the Gulf.



top: *Volcan de Tagoro* departing Hobart 5 July 2019  
Photo: Rex Cox

above: *Stena Concert* at Selfs Point, 28 June 2019  
Photo: Walter Pless

left: *Stena Concert* departing Hobart 29 June 2019  
Photo: Rex Cox

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Photo: Ben Arthur/CSIRO

Photo time! Trainers, students, support staff, and some of the crew gather in front of the bridge for a group photo before coming into Fremantle

## Crossing the Great Australian Bight

IN DECEMBER 2018 (MTT 65), YOU READ ABOUT the Collaborative Australian Postgraduate Sea Training Alliance Network (CAPSTAN) and its plans to travel to the Bonney Upwelling region on the program's second voyage. Now to hear how it went! This year we had 18 students and 9 trainers, representing 15 universities across every Australian State, sail with us from Hobart to Fremantle. First, we spent a busy couple of days getting to know each other and going over some of the basics in a newly added on-shore workshop component. This workshop really drove home the interdisciplinary nature of the program as we dove right into the science with talks covering topics from turbidites and fossils to ocean circulation and microbes. Getting to know the team before having to find our sea legs was an added bonus! We were the last group of the year to ride CSIRO research vessel *RV Investigator* out of the river from Hobart on the 29 April. *RV Investigator* has a busy 11 months ahead and will not return to Hobart until our third CAPSTAN voyage makes its way from Fremantle to Hobart in March 2020.

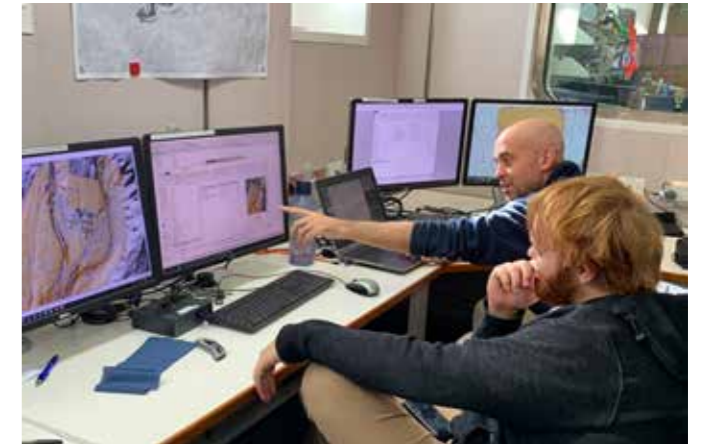
Leaving Hobart, we then had about a two-day transit around Tasmania and north to the submarine canyon off Portland that we identified as our main site for 48 hours of over-the-side science time. Our Chief Scientist for the voyage, Associate Professor Leah Moore (University of

Canberra) and her two co-chiefs Dr Matthew Jeromson (University of Canberra) and Dr Lisa Moore (Macquarie University) worked with the team of trainers to best utilise every minute! Students and trainers worked typical 12-hour shifts and over the course of the two days, were able to collect sediment samples using a Kasten core, decide the coring locations using geophysical data, use nets to collect plankton, and describe water properties using the CTD meter (Conductivity, Temperature, Depth) and the associated rosette of Niskin bottles—specialised sampling devices used to collect water from any depth of interest.

As we departed the Bonney region and headed for Fremantle, we transitioned off the full 24-hour schedule but the science continued. Our student observations team faithfully reported to Monkey Island, the top deck, to count and identify sea birds and marine mammals. We had several seals join us at the canyon but did not really encounter any mammals during the rest of the crossing. As you'll hear from the students if you check out their blogs (links, next page), some days the birds were even a bit scarce.

Meanwhile, other student groups were busily counting and identifying plankton from the net tows, analysing

CTD and nutrient data, compiling the acoustics, and describing the cores. Our sedimentology team was even able to date the oldest of the record to over 80 000 years using the microfossils they identified in connection to published data from nearby. Scattered between sessions in the laboratories were tours of the ship to learn just how much has to run correctly behind the scenes for at-sea science to be possible, learning how to tie knots, and professional development workshops including science communication, ship operations, and data reporting. One student reflected on the inspirational value of having so many accomplished female scientists on board, another on it being hard to imagine 'a more excited group of adults than when a three-metre rectangular block of muddy sediment was pulled onto the ship', and a third on how the experience helped his critical thinking, confidence, and science communication.



above, left: Mapping the bottom! CAPSTAN trainer James Daniell (James Cook University) works with CAPSTAN student Nathan Tedder (Flinders University) processing some of the geophysical data collected at the canyon

'... how much has to run correctly behind the scenes for at-sea science to be possible'

CAPSTAN is an Australian-wide program that is transforming marine science education in Australia and serving as a platform for generational, institutional, and industrial knowledge transfer through hands-on training experience aboard *RV Investigator*. Led by Macquarie University, CAPSTAN is made possible by support from the CSIRO Marine National Facility via grants of sea time on *RV Investigator*. The program is governed and supported by a network of leading industry and university partners. CAPSTAN continually seeks new partners in an effort to best match stakeholder needs with infrastructure-based training, to showcase research opportunities in marine science, and to expose students to a breadth of possible careers within marine science. □

student blogs: <https://voyage9181.wordpress.com>

CAPSTAN website:

<https://www.mq.edu.au/about/about-the-university/faculties-and-departments/faculty-of-science-and-engineering/departments-and-centres/department-of-earth-and-planetary-sciences/study-with-us/capstan>

below: What a catch! CAPSTAN student Kaycee Handley (Macquarie University) places the working half of one of the cores in the refrigerator for storage Photos: April Abbott



**CAPSTAN**  
Collaborative Australian  
Post-Graduate Sea Training  
Alliance Network



# notes from the curator

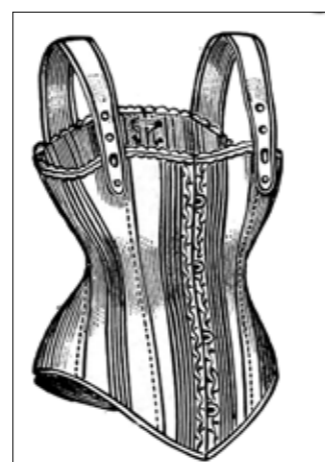
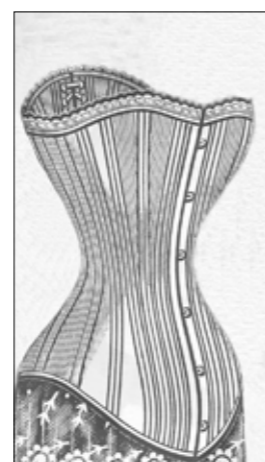
by Rona Hollingsworth

## REVAMP OF GALLERIES AT THE MUSEUM

As many of you will know the Maritime Museum is planning a refurbishment of its two core exhibitions. These were originally set up in time for the opening of the Museum after its move to the Carnegie building, almost twenty years ago! Since then various changes have been made to allow the lift installation and to add new exhibits such as the *Petrel* stem piece and *Silver Crown* wheelhouse. Since 2000 we have received some wonderful new donations, many now in storage.

The revamp will be a great opportunity to update the exhibitions, display more of our collections and introduce some modern interpretive methods.

The Committee has agreed to a major rethink of gallery usage. The new core exhibitions will be in the Carnegie Gallery and the ground floor gallery facing Argyle Street. The other downstairs gallery will be for our temporary exhibitions. Primary advantages of this configuration are:—it will provide more space for our wonderful and ever growing collections—  
—it will provide better circulation for the majority of our visitors who come from interstate and overseas—  
—it will allow us to offer cheaper ticket options to local visitors who just want to visit a temporary exhibition—  
—and, to satisfy pecuniary interests, all visitors will still exit via the shop.



above: Whalebone corsets, examples of what the Museum would like for the collection

left: Two whale oil lamps—recent additions to our collection  
Photo: Rona Hollingsworth

## ADDITIONS TO THE COLLECTIONS

Although we will be bringing many more artefacts out of storage, a comprehensive survey of our exhibition and collections has highlighted some gaps. One was a lack of artefacts relating to convict transportation to Van Diemen's Land. Our new painting of the convict transport *Lady East* is an outstanding solution to that deficiency. Another gap is a lack of certain whaling tools and items relating to the use of whale products.

(Most of the tools currently on display have been very kindly lent by TMAG for the past 20 years but to ensure continuity we would prefer our own.)

A keen auction follower, our treasurer Ross has been keeping an eagle eye out for relevant items and has so far sourced two whale oil lamps (above), a whale axe and a whale spade. These will definitely find a place in the new displays along with a few whaling tools in storage, a baleen busk, some whale oil and some delightfully disagreeable whaling smells.

One item which I would love to add is an old corset with whalebone stays. If anyone has one hidden in their attic or knows of one which might be available, we'd love to hear from you! □

# book review

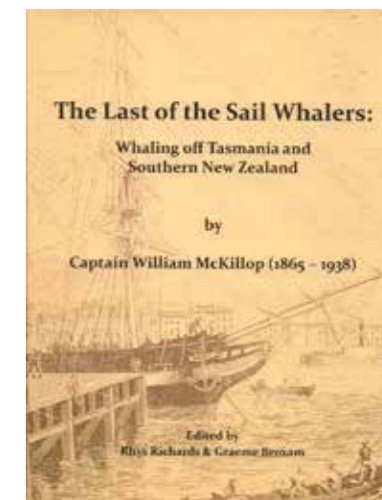
by Clio

WILLIAM MCKILLOP WAS NOT UNUSUAL IN BEING A WHALER and seaman. Where he differed from thousands of others, though, was that in his later life he became a patient of Dr William ELH Crowther. Grandson of whale ship owner Dr William L Crowther, the younger Crowther was an enthusiastic collector of Tasmanian maritime history, particularly whaling history. McKillop occasionally sailed aboard Crowther's 42ft cruising yacht *Connella* where, the editors suggest, he 'undoubtedly amused his compatriots with anecdotes of times gone by'. Crowther was clearly instrumental in encouraging McKillop to record his memoirs as the typescript was prepared by another of Crowther's patients, Mr McLoughlin. McKillop's memoirs helped spawn two books by Will Lawson, *Harpoons Ahoy* (1938) and *Bill the Whaler* (1944) [see *Maritime Times* No 63], but the publication of this work is the first time that McKillop's stories can be read in his own words.

When he was 11 years old, his family settled in Riverton, near Invercargill, New Zealand, where his father established a sawmill. Young William, who did well at school, was disappointed when his schooling was cut short by the need for his labour in the family business. He soon left the sawmill, drifting 'into the life most of the young people followed around Foveaux Strait', working aboard one of the cutters that traded along the southern coast as well as fishing and oyster dredging in season, before becoming a sealer.

He wrote that his father was 'grievously disappointed at my mode of life', but he found ample compensation for his father's disappointment in the camaraderie, 'kindness and unselfishness' of his shipmates, though he stated: 'I am sure there is no job on Earth [that] calls for more endurance and has greater risks than the seal hunter'. He still found time to be impressed with his working environment: 'Some of the caves are wonderful indeed and ... revealed many wonderful sights'.

McKillop progressed to whaling, and it is his recollections and description of this business that fill most of this book. Every aspect of the whaler's life, the daily routine, the 'excitement' of the chase and the occasional inevitable disappointment, is described. He notes that, when two Port Davey fishermen were given a stripped whale carcass from which they retrieved 180lb of ambergris, worth about £11,000 in England, his share was 'exactly nil'. In the final part of his narrative he describes his fishing and coastal trading, including trips to Strahan and Trail Harbour on Tasmania's west coast.



## THE LAST OF THE SAIL WHALERS: Whaling off Tasmania and Southern New Zealand by Capt. William McKillop (1865-1938)

Rhys Richards & Graeme Broxam (Eds)  
pp xiv, 216; 26.2 x 21cm  
colour and b/w illustrations,  
photos, maps, family tree

ISBN: 9780992366070

Also included is other useful and interesting material, e.g. biographical notes outlining McKillop's family life ashore in Hobart, obituaries from the Tasmanian press, a selection of Will Lawson's poems from *Bill the Whaler*, sketches of work aboard an American whaler by artist Gordon Grant and contemporary photographs. A one-page list of 'Whale Boat's Equipment' might be useful if you were thinking of heading off in search of ambergris. The book is indexed and includes a bibliography.

Through this book McKillop's tales will live on as an interesting and enjoyable series of yarns of a life lived in conditions few today could imagine. □



Model of *Wyatt Earp* on display at the Maritime Museum. Note the sea-plane on deck. Photo: Barry Champion

## remembering Wyatt Earp

ONE HUNDRED YEARS AGO, on 27 September 1919, MS *Fanefjord* was launched at Molde, Norway. The ship sailed under seven names and voyaged to the Antarctic six times, four of them as HMAS *Wyatt Earp*. The ANARE Club and the Norwegian Embassy will co-host a commemorative luncheon in September 2019.

HMAS *Wyatt Earp* was a two-masted ship with a ketch rig and an auxiliary motor. Its gross tonnage was 402 (net 274) and its length 135.6ft/41.3m. More in our December issue of *Maritime Times*. □



# fire-water by Louis

MONDAY 5th AUGUST 2019

OUR VOLUNTEERS MEET SOME INTERESTING PEOPLE WHO COME INTO THE RECEPTION AREA. ABOUT 11 O'CLOCK THIS MORNING, THIS NICE 'LOCAL' CAME IN. HE EXPLAINED HOW HE IS WORKING ON DISTILLING HIS OWN FIRE WATER...

WE ARE ACTUALLY EXPERIENCED FIRE WATER TASTERS...

OUR VOLUNTEERS EXPLAINED TO THIS VERY NICE FELLOW, THAT IF HE DROPPED IN WITH A LITTLE DROP OF THE DROPS, THEY WOULD BE WILLING TO TASTE IT AND GIVE HIM AN EXPERT APPRAISAL. THE NICE FELLOW PAID HIS \$12 ENTRY FEE. LOUIS WENT INTO THE GALLEY FOR A COFFEE AND A PIECE OF DELICIOUS PINEAPPLE UPSIDE DOWN CAKE. JOHN CALLED OUT, "LOUIS, HE'S BACK!" THEIR NEW BEST FRIEND RETURNED WITH A BOTTLE OF THE GOOD STUFF AND TWO SHOT GLASSES.

I SOAKED MY GRANDFATHER'S OLD SOCKS WITH SOME FENNEL PLANTS AND FEATHERS FROM AN OLD ROOSTERS TAIL IN PETROL FOR NINE MONTHS...

IT WAS ON THE GOOD SHIP VENUS - BOY YOU SHOULD HAVE SEEN US

HOW!

MARITIME MUSEUM OF TASMANIA

AFTER SAMPLING THE STUFF, THE FELLOW EXPLAINED IT WAS 65% PROOF !! SUDDENLY, OLD JOHN THOUGHT HE WAS YOUNG AGAIN. LOUIS THOUGHT THE SHIP HAD DEVELOPED A SEVERE LIST TO PORT...

THEIR NEW BEST FRIEND TOLD HOW HE HAD COME TO OUR MUSEUM TO STUDY THE WHALING INDUSTRY, BECAUSE HE PLANNED TO LINK...THIS, THIS BOOZE TO THAT INDUSTRY. HE WENT INTO THE MUSEUM, LEAVING JOHN AND LOUIS, HOLDING ONTO EACH OTHER, HOPING THE SHIP WOULD SETTLE AND GET BACK TO EVEN KEEL.

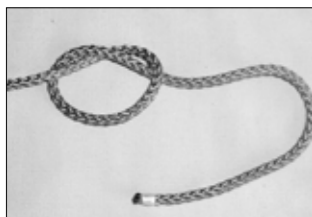
LUCKILY, GERALD WAS IN THE GALLEY. HE EXPLAINED THAT NO BOOZE IS TO BE CONSUMED WHILE ON RECEPTION DESK DUTY !!

Text and illustrations ©2019 Louis Rodway

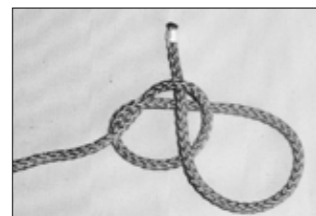
# knot so hard

a series by Frank Charles Brown

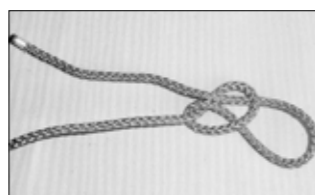
**No 51 – Two Bowstring Knots** (a) Bowstring Knot, and (b) sometimes called the Eskimo Bowstring Knot. It is reported that very similar knots have been used by aboriginal archers on several continents. The advantage of this type of knot is that it is readily adjusted, and so should be useful in other tasks.



a-1 and b-1  
Make a Thumb Knot as above when starting both (a) and (b)



a-2 - Pass the Working End through the Thumb Knot



b-2 - Pass the Working End through the Thumb Knot as above (variation of a-2)



a-3 - Tie a Thumb Knot in the Working End to secure the knot



b-3 - To finish the knot and make it secure, make a Half Hitch around the Standing Part

# postcard from Montevideo



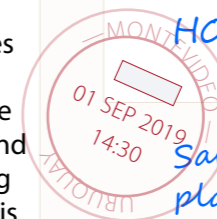
Montevideo, Uruguay Photo: B McCann

URUQUAY  
Tarjeta postal



From Fort Lauderdale, we cruised south aboard *Royal Princess*, through the Caribbean to Brazil, Argentina, The Falklands, Cape Horn and up to Los Angeles via Chile, Peru and Mexico. Weather on the whole was excellent. Highlights included the Chilean Fjords and an excursion to Machu Picchu. Another highlight was the Falkland Islands Historic Dockyard Museum. It depicts the islands' history and culture with particular emphasis on their maritime history, the Falklands war and their close association with Antarctic exploration. It is an absolute 'must see' for anyone visiting the Falklands. During our travels, I was amazed at the number of wrecks of all types in all stages of disrepair that were clearly visible in many places. However, despite the downsides, they add character to a place and perhaps buy time for organisations wanting to restore vessels such as the little tug in this photo ~ a restorer's delight.

The Editor  
Maritime Times of Tasmania  
MARITIME MUSEUM of TAS  
GPO Box 1118  
HOBART, TASMANIA 7001



Saw some really beautiful places too, but the wrecks were interesting

-Barry



# from the galley

## YORKSHIRE PUDDING



THE RATHER FINE AND IMPRESSIVE LOOKING PIECE of beef sat squat in the pan, ready for the oven. It looked more than enough for the gathering hoards, already smacking their lips in greedy anticipation. As dinner time approached delicious roasting smells filled the house; anticipation was rising to feverish levels. A small crowd even gathered round the oven as the door was opened. The joint looked smaller now. Diners cast surreptitious glances around, mentally dividing up the meat and checking where they might be in the line-up. The cook, under unexpected pressure, felt the sudden need to reach for the corkscrew. 'Should've made Yorkshire puds,' someone muttered in his ear.

Like stuffing, a Yorkshire Pudding is an 'extender', a dish made from cheap, filling ingredients that, added to the meal, will make the meat (the most expensive ingredient) go further. In Yorkshire the pudding, filled with rich tasty gravy, is traditionally served as an entirely separate course, before the meat. Fill up on pudding if you think the joint isn't going to stretch!

While it is believed batter puddings have existed for many centuries, the first reference in English writing is a recipe in the 1737 book *The Whole Duty of a Woman*. This suggested placing the pancake-like batter under a shoulder of mutton rather than beef. The result was called a 'dripping pudding' as it collected the roasting juices dripping down from the meat above, saving them from being lost in the fire. The epithet Yorkshire appears ten years later in a 1747 cookbook entitled *The Art of Cookery made plain and simple*, which distinguished the Yorkshire pudding as light and crispy compared with the dense, flatter versions found elsewhere in England. Ideally the pudding should be cooked in a single pan and placed under the joint roasting on a rack above it. An option is to use muffin cases.

A correspondent to the *Hobart Town Courier* in 1833 described Tasmania's soil as 'all good and cultivated' and as 'rich and enviable as a Yorkshire Pudding'. Not sure that I would ever describe a good Yorkshire Pudding as earthy. □

### SINGLE PAN BAKE 1878

#### Yorkshire Pudding

Make a thin batter, as for frying, with a pint of milk and some flour. Season with salt, pepper and a little nutmeg grated fine. The batter should be perfectly smooth. Beat up the yolks of four eggs and the whites of two, with one or two teaspoonsful of brandy, and strain them into the batter. Beat it well with a fork for some minutes, then pour the mixture, to the thickness of an inch, into a tin buttered freely, and put it into the oven.

When the pudding is set, lay it in the tin, slanting in front of the fire under the beef which is roasting, and when the top is well browned, take the pudding out of the tin and expose the underside of it to the action of the fire. When done, cut it up in diamond-shaped pieces, and garnish the joint with them.

—*Weekly Examiner* (Launceston) Saturday, 12 January 1878

#### UPDATED RECIPE WITH OPTION FOR INDIVIDUAL SERVINGS

*NOTE: Make the pudding batter as far in advance of dinner time as you can. It's best if allowed to stand for a few hours.*

#### YORKSHIRE PUDDING

—Whisk a cup of milk with an equal volume of eggs (probably 4 large eggs) and a pinch of salt. Leave to stand for 10 minutes.

—Sieve into that a cup of plain flour and whisk the mixture to the consistency of cream. Leave to stand for at least 30 minutes, preferably much longer.

—Put a small amount of lard, duck fat or vegetable oil in a large rectangular baking tin (or in a 12-hole muffin tin if you prefer small individual puddings).

—Put the tin or the muffin case in the oven to heat through. The fat/oil should just start to smoke.

—Meanwhile, give the batter another whisk.

—Once the tin or the muffin case is hot, remove it from the oven and carefully pour in the batter. If using a muffin case, fill each hole a third full of batter.

—Place the tin or muffin case back in the oven and leave undisturbed for 20-25 mins until the puddings have puffed up and browned.



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— details page 30 —



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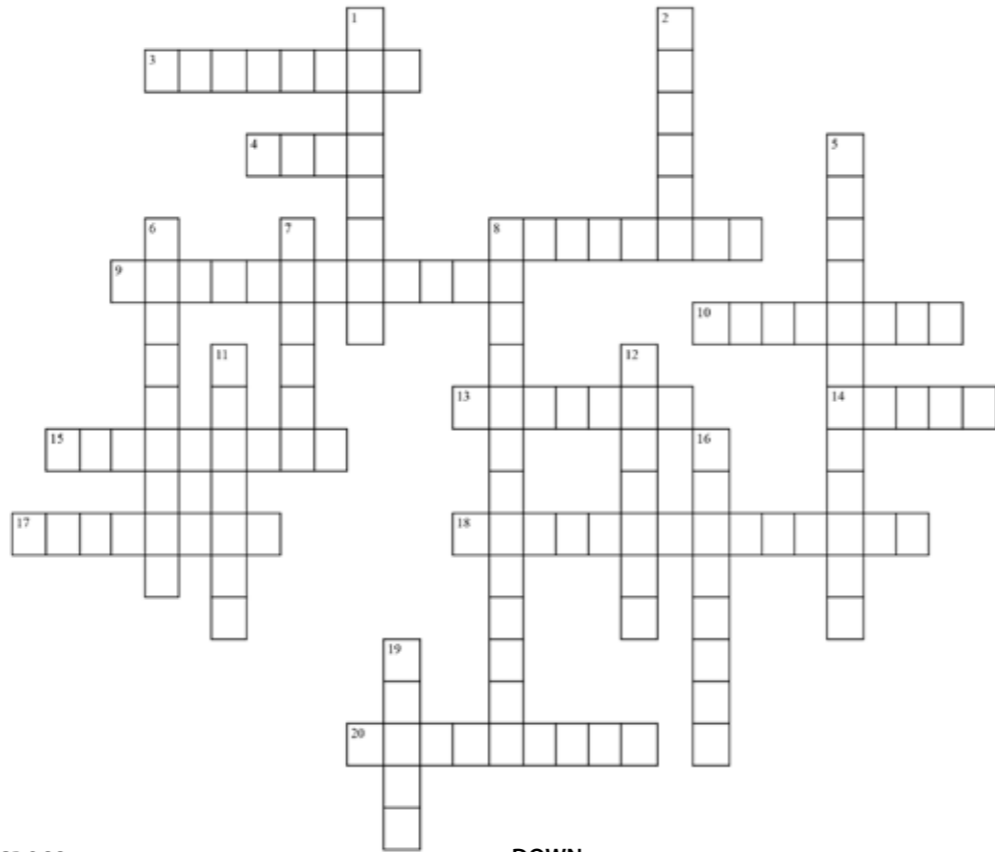


# Springtime Crossword — for all *Maritime Times* readers

Search for crossword answers in the pages of this magazine (MTT 68) and enter our competition to win a \$25 voucher from Rolph's Nautical Gift and Book Shop at the Maritime Museum.



**\$25 voucher**



### ACROSS

- 3 Front cover depicts this species of whale
- 4 Name of MMT's 1960s Foldaboat on the Australian Register of Heritage Vessels
- 8 Advantage of Bowstring knot: it's readily .....
- 9 Author of the popular history *Pioneer Shipping* (6,6)
- 10 Oil painting unveiled by Gov. of Tas. (4,4)
- 13 Montevideo is the capital city of .....
- 14 Ferry *Volcan de Tagoro* built by this Tas. firm
- 15 Whaling station in South Georgia built by Captain Larsen
- 17 Reef off Western Australia visited by migrating pygmy blue whales
- 18 Father & son whale boys had same name (7,7)
- 20 The rare 'pygmy right whale' can grow to [length] (3,6)

### DOWN

- 1 Author [last name] of *The Last of the Sail Whalers*
- 2 What does our curator hope you have hidden in your attic?
- 5 Top deck on RV *Investigator* which was used for observations (6,6)
- 6 'Collecting .....' was a talk given during the whaling conference
- 7 Yorkshire Pudding was traditionally served ..... the meat
- 8 Henry & Markus are which species of whale? (9,4)
- 11 Current exhibition in Carnegie Galley is 'A Maritime .....
- 12 Panel display 'What floats your boat' begins in [month]
- 16 Amalgamation (2006) of Tasmanian Marine Boards formed .....
- 19 Online database used for cataloguing museums' collections

All correct entries received before 15 November 2019 go into the draw for a \$25 voucher to redeem in the Maritime Museum's gift and book shop. One entry per person. Entries on a photocopied or scanned page are acceptable. First correct entry drawn is the winner and will be announced in the December 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 68 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 only a few correct entries in the MTT 67 (June) crossword competition and the WINNER—the first correct entry out of the hat—was Michael Bellis. Congratulations!

## A SHORT HISTORY OF CONSTITUTION DOCK, HOBART

Constitution Dock is known to many as the traditional finale for the Sydney to Hobart Yacht Race. From the first race in 1945 up until the 1980s it was into this dock that all competitors sailed to begin their celebrations.

Con Dock (as it's known to locals and sailors) is central within Hobart's Sullivans Cove precinct. Land surrounding the cove, settled by David Collins' party in 1804, was later to become the city of Hobart. Where Constitution Dock now sits was originally open water. Throughout the 1840s, as part of extensive reclamation works utilising convict labour, a number of wharves and docks were created stretching from Hunter Island (now Hunter Street) to Salamanca.

The dock was officially named and opened on 3 December 1852 by Governor Denison, after The Australian Constitutions Act 1850. This Act was considered vitally important to the fledgling island society, as it permitted the creation and election of an independent Parliament.

Constitution Dock was originally used for a variety of commercial wharf-side activities and mooring for larger commercial vessels, trading barges and rivercraft. Over time, usage changed toward providing a safe harbour for smaller recreational vessels and ferries. This change likely resulted from the installation of a railway along the waterfront and development of new wharf infrastructure, limiting access to larger vessels.

In 1852 Constitution Dock was enclosed by a pedestrian swing-bridge. The bridge has taken many forms over the decades, with the current iteration built in 1937 and largely reconstructed in the 1990s.

In 1885 ownership of the dock was transferred from colonial administration to the Hobart Marine Board. In 2006 the Marine Board was amalgamated with others across Tasmania to form TasPorts, and thus the dock has been managed continuously for over 130 years.

The popular cream-coloured Jessop & Appleby Steam Crane has stood guard over Constitution Dock's entrance since 1899. This large steam crane remained in service up until 1969, when it was left in place as a striking reminder of Hobart's proud port history.

In keeping with its long history, usage of Constitution Dock is constantly evolving. During the Australian



The pedestrian swing-bridge over the entry to Constitution Dock. View from the Customs House, ca 1900. MMT Chandler Collection

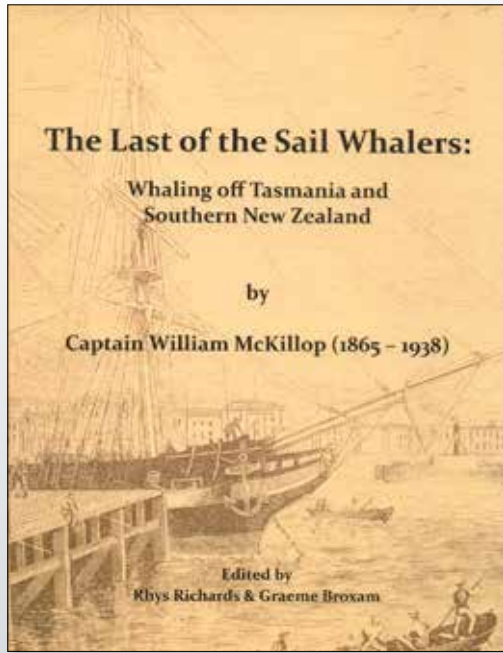


The bascule bridge which replaced the swing-bridge. It allows access by pedestrians and vehicles, and lifts to permit boats passage into and from Constitution Dock. Also visible is the steam crane. *Westward* is in the foreground. Photo: 2019 John Wadsley

Wooden Boat Festival and the Sydney to Hobart, the dock fills with yachts and dinghies of all shapes, ages and sizes. The dock also provides permanent shelter to a number of historically important vessels including the Tasmanian-designed and built cutter *Westward*, handicap winner of the Sydney to Hobart in 1947 and 1948. Along its eastern edge, Constitution Dock is home to six fish and food 'punts', which are popular with tourists, and to Sammy the Seal who loves to entertain the crowds. □

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





**THE LAST OF THE SAIL WHALERS:**  
whaling off Tasmania and  
Southern New Zealand  
by Captain William McKillop  
Eds: Rhys Richards & Graeme Broxam (2019)

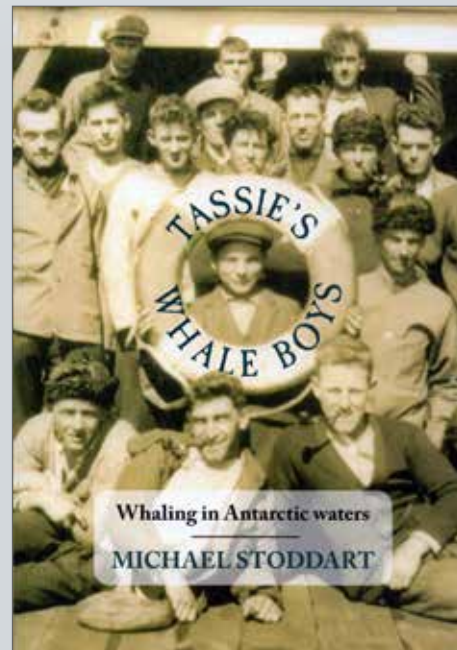
*Maritime Times of Tasmania* (MTT) book review on page 25  
2019 Whaling Conference paper: Popular Histories on page 10

**TASSIE'S WHALE BOYS:**  
whaling in Antarctic waters  
by Michael Stoddart (2017)

includes photographs taken by the boys and  
extracts from their diaries

**UPDATE**

2019 Whaling Conference paper  
Hobart's role in the 20th C. on page 12



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