



MARITIME TIMES OF TASMANIA

No 73 – Summer 2020

\$3.50

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Christmas cards in MMT

Trading ketch *S.M.H.T.*

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from the president's log by Kim Newstead



Acknowledgements

Acknowledgement of Country

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

Our Patron

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

Our Supporters

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

MMT Committee Members for 2021

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Ross Studley, Treasurer office@maritimetas.org	The Committee also includes representatives from external organisations: Alderman Jeff Briscoe (HCC), Scott Carlin (TMAG), and Sara Schwarz (TasPorts).		



Westward on the opening day of the sailing season
 3 October 2020 Photo: Rex Cox

Dear Members and Friends of the Museum,

What fantastic progress is being made on our refresh/refurbishment. A big thank-you to each and every volunteer who has assisted in so many ways to make this major task possible. Many volunteers have contributed to painting, dismantling displays, moving items, cataloguing, creating new displays and a myriad of jobs that are required, with our very active staff. I thank them all.

I was fortunate to spend a day on *Westward* (left) as part of the opening day for the start of the 2020-2021 sailing season under Peter Wright's captaincy and John Wedd's careful overview. The yacht has a beautiful kindly sea motion, however it is stubborn and difficult to control under power.

I recently assisted Tony Hope with the checking of his excellent publication about Captain James Kelly whom I regard as Tasmania's very own Matthew Flinders. Tony will be launching his book in January. It is an informative read regarding our island's early European maritime settlement.

By the time you are reading this, the Museum will have a new President. I have decided after nearly five years not to stand for re-election as President and, as all good presidents should, have nominated my successor as Chris Tassell to take up the challenge. Chris has a wealth of experience in running cultural organisations and greatly assisted me in developing a number of policies and initiatives that are now bearing fruit. Chris is no stranger to the Museum having held the position of vice president and been one of the main drivers in bringing the refurbishment plans to fruition.

I have greatly enjoyed the privilege of being president and list as my achievements:

- the reformatting of the monthly committee meetings to achieve a logical flow of business representative of all Museum functions
- the recruitment of John Wadsley our Maritime Heritage Coordinator and Annalise Rees our Assistant Curator
- the creation and implementation of a Statewide Maritime Heritage Trail
- the acquisition of a kitchen donated by John Clennett, and assisting with its installation

- the organising, with assistance from Sue Hickey, of a government grant to provide a defibrillator for visitor, staff and volunteer protection

- I consider my major achievement was taking the lead on deciding to push on with the refurbishment which I am sure will benefit the Museum for many years to come.

Our closure this year has resulted in a loss of \$27 000 for the trading year, almost entirely due to a reduction in entrance fees. We have formed a sub-committee to specifically consider our finances going forward. I am anticipating a return to normal once we reopen, however it will probably take two years to return to pre COVID-19 trading conditions. The Museum received COVID Stimulus & Grants from both Federal & State Governments totalling \$39 500 in the financial year ending 30 June 2020.

It will be my pleasure at this year's AGM to present life membership awards to Graeme Broxam and Jonathan Davis. Both have contributed to the Museum over many years.

Your committee of Chris Tassell, Michael Stoddart, Beth Dayton, Rex Cox, Pip Scholten, Ross Studley, Paul Armstrong, Peter Wright, with representatives Jeff Briscoe (HCC), Scott Carlin (TMAG), and Sara Schwarz (TasPorts), have worked so hard during the last six months and have been of great support to me.

We are really lucky to have four 'can do' staff. Thank you to Rona, Annalise, John and Mark for each in your own way giving so much to the Museum beyond the call of duty.

I have greatly enjoyed my time as President and look forward to continuing a close association with the Museum. It has been a privilege and I thank everyone who has supported me in so many ways. □

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Maritime Times of Tasmania

The quarterly magazine produced by the Maritime Museum of Tasmania
 ISSN 2652-1393 print | ISSN 2652-1342 digital

Front Cover image

Sidewinder
 Tasmanian entrant in Rolex Sydney Hobart Yacht Race – Two Handed Division
 Photo supplied by entrant; right: *Sidewinder* ©2020 Hughie Lewis
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Maritime Times of Tasmania welcomes original historical or newsworthy articles for publication

Contributions, reflecting the Museum's mission to promote research into and the interpretation of, Tasmania's maritime heritage, can be short notes, or articles with text about 700–1200 words, accompanied by images if possible. Text will be edited to comply with the magazine's style and publication is at the discretion of the editor. 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 must 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, 'Maritime Times of Tasmania', GPO Box 1118, Hobart, TAS 7001, 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. Include your contact details. Please add to your calendar: Deadline for the March issue is **Wednesday 10 February 2021**.

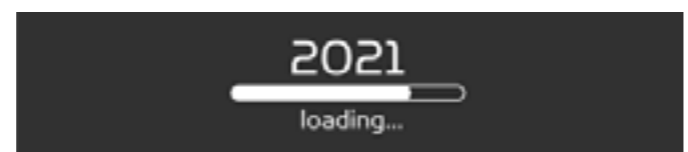
CHRISTMAS IS APPROACHING and interstate travel is starting up again. Activity in the Museum is focussed on installing new exhibitions and preparing for reopening. Ongoing social-distancing requirements present us with particular challenges while operating the Museum, not least in ensuring that our volunteers can meet and greet our visitors, serve in the Museum shop and generally manage the day-to-day housekeeping of the Museum safely. While we have the necessary COVID plans in place, it will no doubt take a while for us all to adapt to new ways of doing things.

Colleagues from museums around Australia shared their experiences of 2020 at the online Annual General Meeting of the Australian Maritime Museum Council (AMMC) recently. About this time last year members of the AMMC and other museum and maritime heritage people from around Tasmania and interstate met in person for the 2019 AGM in Devonport as part of a two-day seminar organised jointly by the Maritime Heritage Organisations of Tasmania and the AMMC and hosted by the Bass Strait Maritime Centre and Devonport City Council. This year's meeting couldn't have been more different! Holding the meeting online, through Zoom, summed up the year; connected digitally but physically disconnected. A traditional museum, such as ours, relies on its collection of objects, documents and pictures to tell its stories, occupying a physical space that needs people to give it life and purpose. It will, however, be a huge relief and a real pleasure to be able to welcome visitors to our collections once again and to be able to chat and enjoy the company of visitors from around Australia.

The Museum's AGM was held in November. There is a change of President (see page 5), and we welcome Ron Gifford to the committee. Contact details for committee members can be found on page 2.

All points of the compass are covered in this issue of *Maritime Times of Tasmania*. We head west to Strahan and Macquarie Harbour for stories on Cape Sorell Lighthouse and 'The Ship That Never Was'; north to Seahorse World at Beauty Point; east to Coles Bay; and south to Port Davey to continue the story of trading ketch *S.M.H.T.* We hope you enjoy the journey with us. Christmas is not ignored and we choose some seasonal cards from the Museum Collection as well as a festive recipe. While we haven't been able to keep the gift and bookshop fully stocked during the Museum's closure, we've chosen a selection of books that might be of interest as a gift, or for yourself if you don't already have a copy! See back cover, and the digital supplement Summer Reading 2020–2021 at: <http://www.maritimetas.org/resources/newsletters/summer-reading-special-2020-2021>

In a year of almost constant change and disruption, *Maritime Times of Tasmania* has been able to continue pretty much as normal thanks to our contributors and sponsor TasPorts. Thank you also to Anna for preparing the print and online versions of the magazine. The *Maritime Times* team wishes all our readers a very happy Christmas and a peaceful New Year. □



Maritime Museum Members

We welcome new members:

Ross and Ainslie Walker
Nicholas Bates

Not already a member?

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

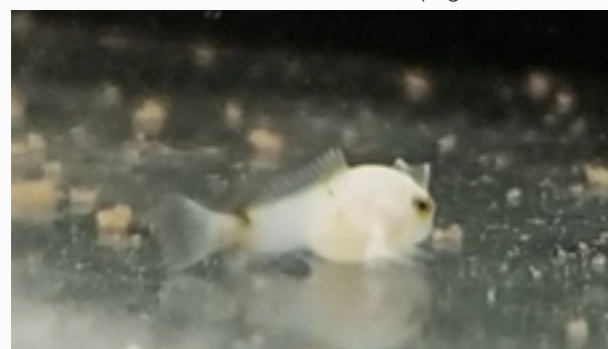
Membership Fees

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

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



A new arrival in the marine world. See page 11 for details.



Spotted Handfish hatchling

Photo: Chris Carey

THIS YEAR HAS BEEN DESCRIBED IN MANY WAYS but for the Maritime Museum it has proved to be both challenging and exciting. Challenging because the Museum has had to respond to and adapt to the many consequences of COVID-19.

For us, it has seen:

- the complete closure of the Museum to the public since March.
- the need to provide a safe working place for the Museum's volunteers and staff who have ensured that the many behind the scenes activities necessary for the Museum's operation, even when closed to visitors, have continued.
- the seeking of additional financial support from a range of State and Federal Government COVID initiatives such as JobKeeper. This has been particularly critical to the Museum given the loss of our admission and shop income since closure.
- the need to adapt our existing programs such as the school holiday program and develop new initiatives such as 'Pics on the Rig' to the new post-COVID environment.

That the Museum has continued to operate so successfully in these greatly changed circumstances is a measure of the commitment, capacity and professionalism of our volunteers and staff.

At a more profound level the state and national responses to the management of COVID have seen dramatic changes in the nature of tourism to Tasmania. Given the Museum's current great reliance on interstate and overseas visitors the Museum's committee is looking to encourage increased Tasmanian visitation through a number of initiatives.

Despite being closed to the public since March, the Museum has continued to be supported in many ways perhaps most excitingly by a number of very generous donations. These have included material from *Aurora Australis*, a statuette of the polar explorer Robert Scott and his son Peter, the windvane believed to be from Cape Bruny lighthouse which for many years has been on loan to the Museum, and the large relief sculpture celebrating the Port of Hobart and the Sesqui-Centenary of Tasmania that was installed in the former Commonwealth Bank at the corner of Elizabeth and Liverpool Streets, Hobart. The development of this large work was encouraged

by our incoming president

Chris Tassell

by the Shiplovers' Society of Tasmania who provided much information to the artist Lyndon Dadswell, one of Australia's leading twentieth-century sculptors.

The need to close the Museum for an extended period of time because of COVID has acted as the catalyst to begin the Museum Exhibition Redevelopment Plan which the committee had adopted in 2019. This exciting and challenging project which is self-funded will see the Museum reopen soon with:

- a new temporary exhibition gallery on the ground floor. The first exhibition will be the Bill Mearns Retrospective Exhibition, 'Under the Spell of the Sea', originally scheduled for early this year but delayed by COVID.
- a new exhibition 'Writing and the sea', which explores our collection through the theme of writers and the sea. The exhibition features such nationally significant objects as the companionway hatch cover from Joseph Conrad's only command, *Otago* and the figurehead from *Mary Wadley*, one of the few surviving Australian carved figureheads.
- a new Tasmanian maritime history exhibition in the Carnegie Gallery. This exhibition will include many more objects from the Museum's collections including a superb Australian cedar and Huon pine dinghy built by Ned Trewartha, and the recently donated furniture and fittings from the day and night cabins of the Captain of HMAS *Derwent*.

In closing my first column as President, I would like to acknowledge the great contribution that our outgoing President Kim Newstead has made to the success of the Museum over many years, not the least during this year of uncertainty. I would also like to acknowledge the sustained contribution of the Museum's Secretary Beth Dayton and Treasurer Ross Studley both of whom have served in the demanding and essential roles for more than ten years.

On behalf of the Maritime Museum I would like to wish all our volunteers, members and supporters a very happy and successful 2021 as the Museum looks forward to an exciting (but perhaps slightly less demanding) year to come. □



New Displays at the Maritime Museum



Interior of reconstructed Commanding Officer's day cabin, HMAS *Derwent*
Read more of HMAS *Derwent's* story in John Wadsley's 'high and dry' on page 29.

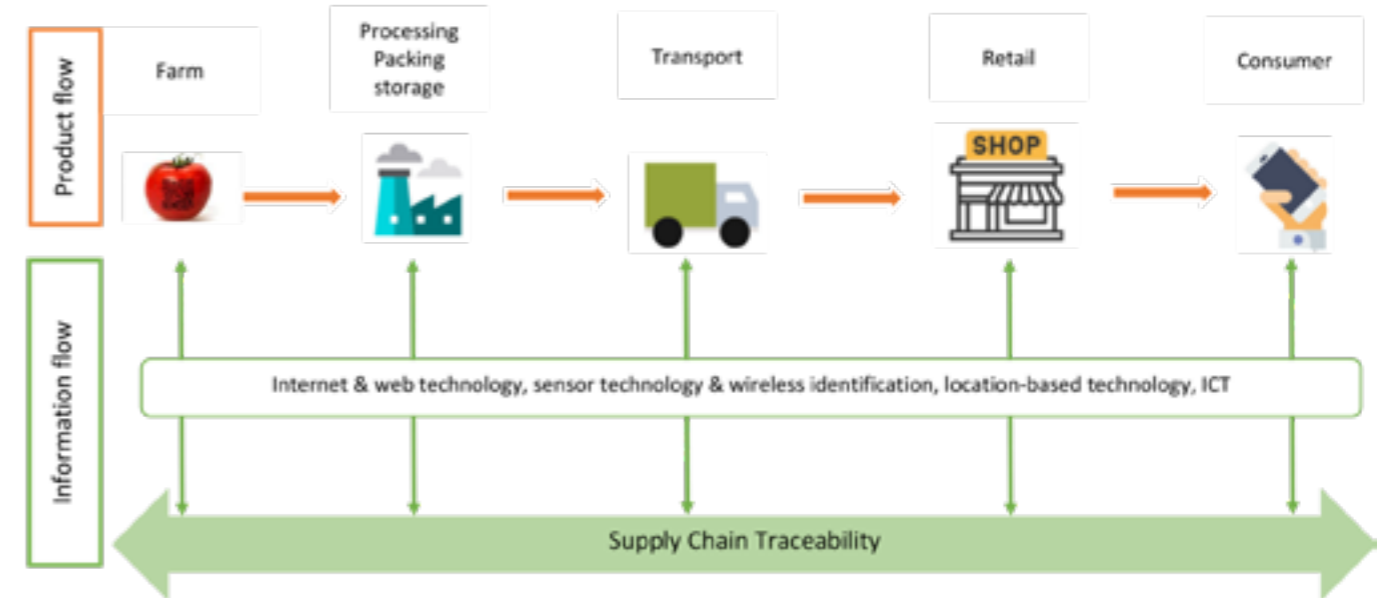
Photo: Barry Champion

A corner of another new display takes shape,
with the recently donated call sign from *Aurora Australis* above the *Nella Dan* model

Photo: MMT Collection



Summer Cherries to China: Tracing Tasmania's Exports



AUSTRALIA'S BOOMING HORTICULTURAL exports to China will be enhanced by a supply-chain traceability system to be developed by University of Tasmania researchers.

Associate Professor Jiangang (Johnny) Fei from the Australian Maritime College was the lead applicant for the team which successfully applied for funding under the Department of Agriculture, Water and the Environment's Traceability Grants Program. More than 70 per cent of Australian horticultural products are exported, with China a key market. According to Austrade, Australian fruit, vegetable and nut exports to China jumped in value by nearly 180 per cent from 2015 to 2017.

Professor Dugald Close from the Tasmanian Institute of Agriculture explains: 'Food quality, safety, freshness and taste are paramount in the minds of China's burgeoning middle class, and Tasmania's clean, green brand has our horticultural sector well positioned to help meet that growing demand.'

The growing export market for Tasmanian cherries (valued at \$39m in 2017-18) is just one area that will benefit from this new system.

Sense-T's Associate Professor Stephen Cahoon explains: 'Routinely recorded data, including the pre-harvest seasonal conditions, production details such as agri-chemical use, fruit variety, quantity, quality, location and time of packing, will be uploaded to the cloud-based data management centre.'

A small electronic device attached to each package will provide a unique identity. For each pallet, a sensor is attached with which all individual electronic devices can communicate via sensor nodes and gateways. The sensor will measure temperature, humidity and other required information along the entire supply chain. It will also record event data such as arrival at a depot or change of transport mode. The sensor will communicate with the cloud-based data management centre and upload supply chain information in pre-determined intervals. This data will be made available to all supply chain participants and other stakeholders.

'The end-user application has three main functions,' Associate Professor Fei said. 'Firstly, it allows retailers and consumers to check the authenticity of the package. This is achieved through the unique identity device attached to each package. The application allows a mobile device such as a smart phone to retrieve identity information of the package. Secondly, consumers can check the provenance of the product they are purchasing through the unique ID given to the package. Thirdly, the application can serve as a digital marketing tool to promote the provenance story of the product and other products that may be of interest.'



Rolex Sydney Hobart 2020

Tasmanian entrants and the Two Handed Division

by Colin Denny

IN EARLY NOVEMBER, WHEN ENTRIES FOR the 2020 Rolex Sydney Hobart closed, yachting enthusiasts—including six prospective Tasmanian competitors—breathed a sigh of relief when CYCA Commodore Noel Cornish AM confirmed that the event would be going ahead.

Commodore Cornish said, 'Whilst 2020 has been a very difficult year for all Australians due to the impact of COVID-19, we feel that it is important for the Cruising Yacht Club of Australia and the sailing world to help support ... economic recovery and help communities return to some sense of normality within strict health and safety guidelines.'

The inclusion for the first time of a Two Handed Division has created incredible interest. The CYCA announced that, after witnessing the worldwide increase in popularity of two-handed offshore yacht racing, the inclusion would be a great progression for sailing in Australia. However, two-handed entrants use technically sophisticated autopilots so they will not be eligible to compete for trophies against fully crewed boats.

Eighteen yachts have entered the Two Handed Division including well-known Royal Yacht Club of Tasmania sailors Rob Gough and John Saul sailing *Sidewinder*, a 12.8 metre Akilaria Rc2 Class 40. Another RYCT member, Peter Lewis, has entered the division in his 13.6 metre comfortable cruising Bluewater 450 *Charlie's Dream* with crew Neil Everson. Peter Lewis moved to Tasmania from Queensland three years ago with *Charlie's Dream*, the yacht he sailed fully crewed in the Cruising Division of the 2017 Sydney Hobart Race.

Lewis and Everson are an experienced pair having cruised together from Brisbane to New Zealand and raced in the Brisbane to Noumea race – both two-handed. *Charlie's Dream* is expected to have a more leisurely race than Gough and Saul aboard their specialist short-handed design, *Sidewinder*.

In the Two Handed Division stringent conditions of entry apply to the crew. They must complete a safety at sea course and hold long range marine radio operation certificates, medical and first aid qualifications and extensive offshore racing experience. In addition, they must have sailed the entered yacht as crew together on an extended overnight passage.

In the other divisions, entry conditions are also rigorous but the qualifications can be shared amongst the experienced crew members. In addition to the Two Handed Division, it is expected that about 80 fully crewed yachts will face the starter on Boxing Day 2020.

Philip Turner from the Derwent Sailing Squadron has once again entered his well campaigned Reichel Pugh 66 *Alive* attempting a repeat of his 2018 outright win. Last year, with skipper Duncan Hine, they did well to gain fourth outright place and win IRC Division 0.

The three remaining Tasmanian entries all competed in the 2019 race. Greg 'Enzo' Prescott came second in IRC Division 4 last year. He will be trying hard again this year skippering *2 Unlimited*, the modified Farr 40 One Design that will give his crew a wet ride to Hobart in anything but the calmest weather.

RYCT member and former outright winner Ed Psaltis will line up in his Sydney 36 *Midnight Rambler*, this time with an all Tasmanian crew that includes a great mix of youth and experience. Shaun Tiedeman of the DSS has entered his modified Sydney 36CR *Philosopher*. Last year, sailing as *Willie Smith's Philosopher*, Tiedeman won IRC Division 6 and came fifteenth overall.

Entries for the 2020 race are remarkably strong but representation from many international competitors has not been possible due to ongoing global restrictions. Only two super maxis, *InfoTrack* (line honours 2016 as *Perpetual Loyal*) and *Black Jack* (2009 as *Alfa Romeo*) will do battle for line honours and the John H Illingworth Challenge Cup. But the race for the outright win and the illustrious Tattersalls Cup is expected to be as competitive as ever. □

left, top: *Sidewinder* Photo: Hughie Lewis
left: *Philosopher* with 2019 livery
right: *Alive* Images supplied by entrants
More images of the Tasmanian yachts on next page.



Rolex Sydney Hobart 2020 (cont.)

Three more
Tasmanian entrants
in the
Rolex Sydney Hobart
Yacht Race 2020



top: 2 Unlimited
above: Charlie's Dream
Photos supplied by entrants,
and right: Midnight Rambler
Photo: Peter Watson

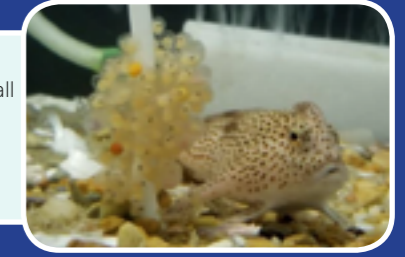
SEAHORSE WORLD

lends a helping hand

by Rachelle Hawkins



Red Handfish
Photo: Jesse Chipindall



Spotted Handfish
with eggs
Photo: Chris Carey

FEW FISH ARE AS INTRIGUING as the Spotted Handfish (*Brachthionychthis hursutis*). What they lack in grace, they make up for in personality. With a perpetually grumpy face, they lack a swim bladder, and therefore prefer not to swim, but to sit on the sea floor and wait for unsuspecting food to pass by.

In 1996 the Spotted Handfish was the first marine fish to be placed on the IUCN Red List of endangered species, and their range is limited to one river system in the world — the River Derwent, Tasmania. The last 40 years has seen a highly concerning reduction in Spotted Handfish numbers. Three main factors were identified as significantly contributing to the Spotted Handfish's demise: their biology, the invasive Pacific Seastar, and urban development encroaching on handfish habitat.

The Red Handfish is observed to have fewer than 100 individuals left in the wild. Its dramatic decline in numbers is attributed to its fragmented populations and local increases in native purple urchins which overgraze the seaweed habitat required for shelter and spawning (Stuart-Smith 2020).

An increasingly important way that scientists are combating the demise of both the Spotted and the Red Handfish is the attempt to breed and raise some populations in captivity. In 2016 Seahorse World became an industry partner of the National Handfish Recovery Team.

In September 2017, 10 adult Spotted Handfish were transported to Seahorse World in Beauty Point. In December 2018, 16 Red Handfish hatchlings were brought in from CSIRO.

The goals of the projects were:

- to hold, maintain and breed handfish in captivity
- to educate the public about handfish, their plight in the wild and their subsequent conservation status
- to raise the next generation of handfish
- to re-stock the River Derwent with healthy juvenile handfish

Methods employed and refined over 22 years of seahorse farming proved invaluable for caring for the handfish, which were surprisingly amenable to aquarium conditions. In the first week of housing the wild Spotted adults we were excited to find Spotted Handfish eggs. The 81 eggs hatched after 54 days. Size approx. 4 mm.

Handfish research is very much in its infancy, and any information we could glean on their behaviour was valuable. We monitored for signs of disease and mortalities were sent to laboratories for pathology. All desired outcomes were achieved with varying degrees of success.

We have raised 25 Spotted Handfish to maturity; 11 Red Handfish have almost reached mature size; and 8 juvenile Red Handfish were marked with a fluorescent marker and released into an undisclosed area of the River Derwent, determined by the Handfish Recovery Team to be the optimal site for re-stocking.

SEAHORSE WORLD is currently the only place where Spotted and Red Handfish can be seen on display. □

(References supplied)

www.seahorseworld.com.au

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AWBF NEWS

by Paul Stephanus

IN AUGUST OF 2020 WE DECIDED not to proceed with the 2021 Australian Wooden Boat Festival. Melbourne's second wave was continuing to worsen, large events around the globe were being cancelled, and the general outlook in Australia was fairly grim. The fact that this was all unfolding in the middle of a dark Winter didn't help matters. Through all of this the team at AWBF explored every possible option to keep the Festival afloat. We twisted, stretched and hacked at

the event, trying to force it to fit it into a COVID world. But nothing really stuck. In many scenarios the Festival site became tiny, fenced, and heavily controlled. In extreme cases members of the general public would not have been allowed on to site – it would have become a sterile, highly regulated, exclusive gathering for boat owners only. The best case scenario would have been a small, exclusive, wildly underwhelming Festival, and the

worst case scenario could have been financial ruin for the Festival and a serious public health risk. Things were not looking great.

Meanwhile, our business partners, our sponsors, and most importantly, the participating boat owners, were keen to know what the decision was. They all needed time to prepare—as did we. So, for a few months we persevered, building on shifting sands, trying to squeeze a round Festival through a square hole of public health guidelines.

In the end, we cancelled. Better to graciously wait out the storm so the Festival could sail again another day. But that didn't mean we were just going to hibernate!

Now Summer is at our doorstep, restrictions are slowly lifting, borders are opening, and Australia has pulled ahead of this better than the rest of the world. In Tasmania, folks have been cooped up for far too long

facing page: Matt Morris working on a boat stem. Photo supplied by AWBF

below: Panorama of 2019 AWBF Parade of Sail. Come see it in 2021. Photo: Doug Thost

AUSTRALIAN WOODEN BOAT FESTIVAL

and many are itching to enjoy the warm weather and sunshine. And in that spirit, the AWBF has been working on two alternative events that will allow people to celebrate our state's incredible maritime culture safely and in the sunshine sans the massive crowds.

The first of these alternative events is the Parade of Sail. In normal years this is the signature opening of the Festival and sees over 100 boats and Tall Ships sail the length of the Derwent and converge on Sullivans Cove. The 2021 Parade of Sail, however, will have an altered course to take in more of the Derwent and encourage members of the public to watch from large, open spaces along the shore. In this revised model the vessels won't come to rest in Sullivans Cove but will continue on their merry way once the Parade is finished. This will dissuade anyone from gathering at the finish line.

The Parade of Sail is on Sunday 7 February 2021 and members of the public can buy tickets to participate in the Parade aboard one of the local participating Tall Ships: *Rhona H*, *Windeward Bound*, *Lady Nelson*, and *Yukon*. Just go to their websites for details.

But wait, there's more! One of the most popular programs at our Festival in a normal year is the Shipwright's Village, where festivalgoers can get an up-close and personal view of the traditional craftsmanship that goes into building and maintaining wooden boats.

That is why, on 10–11 April 2021, we will be flipping that concept on its head and giving wooden boat enthusiasts a rare opportunity to travel the state and go behind the scenes of some of Tasmania's most interesting boatyards, and be shown around by the boatbuilders themselves. Participants will have to book for these experiences directly through the AWBF website once the program goes live at the start of March, so keep your eyes peeled. These will be very popular experiences and spaces are limited.

In 2023 when this pandemic is far behind us, we'll get back to what we do best and put on a spectacular show for you down at Sullivans Cove. But in the meantime, I invite you to set sail, shake the reefs out and come join us this Summer for something a little bit different. □



<https://www.australianwoodenboatfestival.com.au/>

‘The Black Duck’



top: The Black Duck lives up to its name in Hobart, May 1956. Battery Point, *Beware!* Photo: Noye Bridge

above: *Adelong* approaches the floating bridge en route to Risdon, 12 March 1963 Photo: Noel Brown

below: *Adelong* at Hobart, August 1966 Photo: Noel Brown



SEVERAL HUDDART PARKER CARGO vessels, well known in Tasmanian ports during the 1950s, returned with different funnel colours following a takeover in late 1961 by another Melbourne shipping company, McIlwraith McEachern Ltd., which then merged with The Adelaide S.S. Co. Ltd two years later to form Associated Steamships Pty Ltd.

A coal-burning steamer, capable of putting out prodigious amounts of black smoke from its substantial funnel, *Adelong* (3577/1936) quickly earned the nickname of ‘The Black Duck’. While on the Sydney/Newcastle to Hobart run in the first half of the ‘50s, it developed such a reputation among Battery Point housewives that, when it was in port, they reportedly checked which way the wind was blowing before putting their washing on the clothesline! Conversion to oil fuel in 1957 fixed the problem, and later visits went almost unnoticed.

Adelong made trips to Risdon under McIlwraith ownership and, in my opinion, looked its best with this company’s red and black funnel and salmon pink cargo gear. The subsequent Associated SS funnel with additional yellow band didn’t sit quite so well; *Adelong* called at Hobart twice in these colours during 1965-66 to load newsprint and general cargo for Fremantle. Sold in 1967, it saw two more years under the Panamanian flag as *Pacific King* before being broken up at Hong Kong. □



by Harley Stanton

WHEN WE PACKED THE CAR FOR A TRIP to Coles Bay it was always on a road to discovery. There would be trailers and boats powered by small inboard petrol engines, Huon pine boards caulked and clinkered together with copper nails. We would stop at Swansea to replenish supplies of petrol and freshly baked bread, and to purchase the last thought goods from Morris’s General Store.

Heading up the highway we would take the turns through the hills and then veer right at the Coles Bay turn off. When it was dry the dips down over the wooden bridges that took us over the Apsley River were no problem. Planks laid lengthways over the more rugged timbers were spiked down with large nails. The road would often have severe corrugations with the granite gravel prone to cause considerable ruts and washouts in wet weather.

Several miles before the Coles Bay township we would turn right and head along the old rail line road to our five acre plot, ready to pitch a tent, to avoid the host of jack jumpers and bull ants that invaded the area when we were not there. My father, Roy Stanton had first gone to Coles Bay at the invitation of Harold and Lillian Bailey, who established a number of cottages made from timber that Dad had milled at Halls Road and possibly

Roy Stanton and Werner Fehre MD, a cousin from Germany standing beside the family-owned Cessna 182, VH-PKA on Muirs Beach close to where the modern Sapphire Resort is now located. The five-acre property owned by Roy and Mary Stanton was located at the western end of Muirs Beach. Photos: Stanton Family Collection

right: The small Huon pine clinker dinghy that we used at Coles Bay.

below: The steamer *Koomeela* (East Coast Ship Co.), a passenger and cargo vessel, arriving at Coles Bay. Between Hobart and Launceston, *Koomeela* called at Maria Island, Bicheno, Little Swanport, Coles Bay, Spring Bay, Orford and Rheban; and was the tender for cruise ship *Zealandia* at Coles Bay.

Ref: Cox, Rex & Cox GW (2014). *Ships of Hobart Harbour*,



Kaoota and then carted to Coles Bay on the 1939 Chevrolet truck. A few of the wooden cottages still survive. Coles Bay was popular for the time with advertisements in the *Mercury* for transport and accommodation. At the time there was no phone, no power and a wonderful reclusiveness to the location. There was accommodation in the 'Sunshine Chalet' or alternatively there were fully furnished units available for the visitor.¹

Pitching tent was one of the first priorities, as we would often arrive late in the day and everybody was ready for bed. If there was still daylight, we would run up the track to the beach and look from the height of the dunes at the sweep of the wide sandy beach that was a panorama along to the peninsula where Mount Amos and the other granite outcrops rose from the deep blue of the ocean.

On a number of occasions, we trekked to where Tom Stacey lived, about eight kilometres from the township, in a dilapidated small lean-to composed of several pieces of corrugated iron. There Stacey would eke out an existence panning for tin and even scarcer gold. The shack was surrounded by a small patch of vegetables with a tall Carrington apple tree leaning on one side of the building and one or two cherry trees nearby. During the summer Stacey would sell a few vegetables to guests at Coles Bay boarding houses. These sales were usually managed at a time when a pot of tea was being brewed. He showed us how to pan for the tin and even showed us some gold that he had secured. It was rumoured that he received £10,000 for discovering osmiridium at Adamsfield. On one occasion he was challenged by someone that he could not carry a heavy bag of tin out to Coles Bay. Not only did he do this but, when he got to the beach, he sprinted the last few hundred metres with one or two bags of tin on his back.

The one room in Tom's shanty (right) had a small window and one door that required Tom to bend low as his was a tall frame close to 6ft or 182cms. His bed was made from local fern with some sacking and provided a wonderful harbour for insects. The possums would claw their way along the rafters, but often ended up in the stew pot. The fireplace and chimney were the most solid parts of the building being made from plentiful supplies of the local granite of the Freycinet Peninsula. Empty tins were strewn about the hut and in one corner Tom kept his rifle and ammunition. He would hunt kangaroo and possum for use in soup and stew. He would hang possum skins at the door and when asked about this, he told us, 'They make good soup!'

On the way to Tom Stacey's shack, there were other diggings and washings for tin along with some of the



machinery and a steam engine that had been used at the time (above). This was always of interest to the machinery minds of the Stanton family.

Tom's clothes, wartime relics that he'd worn for many years, were held together by pieces of wire. It was reported that, when the flying boat service started between Sydney and Hobart and the aircraft flew over Freycinet Peninsula, Tom would duck inside to hide.

It would not surprise me if Tom Stacey from Nubeena was the one referred to as joining the forces for the War at Claremont in 1916.² He was a rugged character, able to survive hardship and toil amidst the most basic circumstances. When this Tom Stacey returned from WWI in 1919 there was a similar celebration in the Nubeena Hall, where 'songs, recitations and games were the order of the day, and supper was provided, and dancing was indulged in'.³

In 1950, an article in *The Examiner* stated that visitors to Coles Bay were told about 'The Hermit' who lived in a shanty about five miles north of Coles Bay:

'His only company is his dogs which, by hunting kangaroo in the bush, provide him with most of his food. A narrow track winding over the hills is the only means of reaching Tom's shack, and when you get there, you find it surrounded by a patch of fresh green vegetation. An apple tree leans over one side of the building and there are cherry trees nearby. In the small garden beside a stream grow several varieties of vegetables.



'A few years ago, Tom used to extract some good quality tin from a nearby reservoir. For a small bag he would get about £12, but the exercise is now too much for him, and he spends his life as easily as possible.'⁴

Sadly, Tom Stacey met with a tragic death at age 78. He was killed by a car on the road to the causeway near Sorell, with no one ever being found responsible.⁵

The Richardson family had built a lovely home at the beach, just at the foot of Mt Amos on the eastern side of Coles Bay. We generally did not go close as it was regarded as private, though of course the granite gravel of the beach front is public land. Jilli Richardson has written extensively on this in *Grasping the Nettle*, her autobiography of a fascinating life.⁶

Another famous visitor who lived much closer to our Coles Bay plot was James McAuley. If only I had known the stature of the man in those boyhood days, I would have knocked on the door of his very basic cottage and sought to learn from the genius with words. AD Hope so fittingly spoke of the great gift of McAuley in his Memoriam to him with these words:

The island which your lucid poet's eye
Made living verse: wildflower and sedge and tree
And creatures of its bushland, beach and sky
Took root in poetry.⁷

At times we would drive around to Coles Bay village and visit the Bailey family who operated the Chalet. Sometime later this was taken over by the Besters. On other occasions we would drive along the narrow dirt track to the Richardson's place and the granite quarries.* Several times we made the trek up Mount Amos and viewed the beauty of Wineglass Bay arcing around the southern part of Freycinet from the vantage points of the climb.



Alan and Laurie Hume and their three daughters, Rachel, Rebecca and Sarah, with the Auster. The viewer is looking across the harbour at Coles Bay and Rabbit Island is just visible on the horizon to the left. The Hume family owned the adjoining property on Muirs Beach and Alan Hume was Chief Instructor with the Aero Club of Tasmania at Cambridge. He would often fly into Coles Bay and land on Muirs Beach. Photo supplied by Rebecca Linton (née Hume).

One of the great joys of Coles Bay was to head out toward Rabbit Island and drop down a sinker and line with two or three hooks and wait for the bait to catch. It was a rare time not to pull in some good fish, clean them on the rocks surrounding the granite promontory and then roast them or fry them in some tasty batter over the open fire by the little shack. On occasions we would lay a net towards Black Point and the net would bring in a host of fish, perch and trumpeter, along with the occasional small shark. At other times we would look for the kelp beds and drop down the line for some of the rock cod who liked to glide among the fronds of the kelp. Recently a family friend reminded me that on one occasion Dad had arrived without bait and they put small pieces of apple on the line and ended up catching 85 flathead, so many fish that Dad had to take them to others in Coles Bay to be sure that the fish did not get wasted. Such was the way of life at that time. □

Harley Stanton is author of *My Cathedral in the Sea: a history of the Conway* (see back cover).

References

- ¹ *Mercury*, Classified Advertising, 3 December 1941, p. 7
- ² *Mercury*, 'Tasmania and the War' 5 May 1916, p. 5
- ³ *Mercury*, 'Country News' 14 March 1919, p. 2
- ⁴ *The Examiner*, 'A Solitary Bushman' 16 September 1950, p. 7
- ⁵ *Mercury*, 'Police Search for Car Driver' 6 February 1954, p. 3
- ⁶ Richardson, Jilli (2007). *Grasping the Nettle: A Memoir*, Bokprint, Launceston.
- ⁷ Hope, AD (1978). In *A world of its own: poems by J McAuley*, paintings by P Giles, Australian National University Press, Canberra, p. 53

* Read more about Coles Bay and the granite quarries in the *Maritime Times* supplement 'Summer Reading 2020-2021' at: <http://www.maritimetas.org/resources/newsletters/summer-reading-special-2020-2021>



MY TRIP TO NORFOLK ISLAND WAS CANCELLED this year. I'm sure I wasn't the only person impacted by cancellations recently. So a trip to Strahan on our beautiful west coast was planned. We weren't sure about the middle of winter and the west coast but if snowed in, so what?

The drive from Hobart was a pleasure, very little traffic, not one caravan or motor home. First stop was going to be Tarraleah. That didn't happen; we missed the turn off. On we went to The Wall at Derwent Bridge, a must see, I told my companions. That was closed for winter. We weren't daunted and called in to Lake St Clair. Not a cloud in the sky nor a ripple on the lake and although only 5° it was too beautiful to have coffee indoors so we rugged up, braved the cold and took in the views.

We had done some research and decided Horsetail Falls was another must see. On the outskirts of Gormanston a well-built boardwalk went up and up and up, further than I expected, until we reached the lookout. Beautiful views over the hills but a bit disappointing. Almost no water. We learnt later that a goodly amount of rain was needed to make the falls look good. Never mind, we

went to the other side of the road and to the lookout at Iron Blow (below, left). Spectacular!

On to our accommodation at Strahan ready to be early risers for an 8 o'clock start on our Gordon River cruise. A cold but clear day dawned, 0°. There's something to be said for social distancing. The boat was less than half full and therefore made for great viewing opportunities. Out through Hells Gates we went (above). Very calm. Standing on the front deck to get some photos, we decided it was colder than a trip we had been on a few years back through the South American glaciers. Then across the harbour to travel up-river.

The last time I had journeyed up the Gordon River would have been about 1980; seems just a few years ago. The reflections were magical on the way to Warners Landing, a place I hadn't been before. After a short stop to go ashore our trip continued. Lunch with some salmon from Macquarie Harbour preceded our arrival at Sarah Island (below, right). I must admit this was a history lesson for me. An excellent guide entertained as well as informed us with tales of past inhabitants and their deeds, good and bad. I was fascinated and could



Photos: Beth Dayton

have stayed longer but the boat's skipper called us all back with a loud blast of the horn. To cap off a very enjoyable day we were treated to a performance by a pod of dolphins on the return journey.

The following morning we walked through the park in Strahan to Hogarth Falls. Highlight for me was seeing a platypus in the stream. Then we drove to Zeehan, where all was quiet on the western front. Very little, not even the museum, was open. We left for Queenstown. I had to visit the Empire Hotel where, along with one of my travelling companions and my Mum and Dad, we had stayed 53 years ago. I was very young. We had memories of the beautiful, I think heritage-listed, staircase. It still is beautiful (below).

Late that afternoon, back in Strahan, we attended a performance of 'The Ship That Never Was' by Tasmanian playwright Richard Davey. It's the story of the great escape on the ship *Frederick*. The actors were our guides from the river trip and, if you haven't seen this play, it's really worth shivering through it in mid-winter. They did supply blankets and hot water bottles. Everything was done with pulleys. The ship just came to life. There was a lot of audience participation, adults and children. Brilliant job!

Next morning we headed north through Rosebery and Tullah to start the trip home. A stop at Lake Rosebery with its picture-perfect reflections was well worth it. A great few days in our beautiful state, and the weather was perfect. It makes you feel very lucky to live where we do. □



Two convict shipwrights (hoping to escape hanging) encourage the audience to give their plan the thumbs up. Images supplied by Round Earth Company.

Daily performances in Strahan

Commandeering a ship	September to May 7 days/week, except Christmas Day
	Show starts at 5:30pm Run time is 1 hour 15min
	Venue: Richard Davey Amphitheatre 12 The Esplanade, Strahan (outside the West Coast Visitor Information Centre)
	Due to COVID restrictions, BOOKINGS ARE ESSENTIAL
A Daring Escape	Mobile: 0408 517 124 Email: ship@roundearth.com.au http://www.roundearth.com.au/ship.html
	Wriggling out of a hanging

www.roundearth.com.au



Cape Sorell Light Station

School Holidays were the Best!



1890s The West Coast is booming; Mt Lyell is established. There's been a history of shipwrecks but, after the loss in 1898 of *SS Grafton* with valuable mining equipment, in 1899 the Cape Sorell Light Station was built.
 Lighthouse + three houses (p. 22)
 Materials were brought to the site by tramway (left)
 Architect: Huckson & Hutchinson
 Builders: Duff Brothers of Hobart
 Height: 100ft
 Base: 27ft with 200 steps to the lantern room
 Light: A 4-wick Trinity Burner/Dioptric Lens made by Chance Bros & Co, Birmingham.

Signature of the Light:
 The light at night showed white and red flashes with eclipses. In clear weather, the white flash was visible for 3 seconds and could be seen for 20 miles distant, then an eclipse for 19.5 seconds followed by a red flash for 3 seconds, visible for 12 miles. A complete revolution of the light took 3 minutes (4 white and 4 red flashes and 8 eclipses). Visibility was reduced in bad weather, which was common at Cape Sorell.

As children at Cape Sorell reached school age, correspondence school became part of their lives and it was up to the Mums to supervise their children's education. Lessons arrived by post and certain hours were dedicated to schoolwork. Lesson books were sent back to be marked and results returned with the next lot of lessons. It wasn't easy for mothers with babies and other obligations. Boarding school was an option, but separation was hard on the children and the families. Older students could board in Strahan, catch a bus to secondary school in Queenstown and come home on weekends and holidays.



In 1966, the Headmaster of Strahan State School introduced a speedboat service (right) from Macquarie Heads to Strahan, so that children could attend school rather than work by correspondence. The lightkeeper collected the children in his Land Rover and drove them to the Heads. The speedboat left the jetty at the Heads at 8.00am for the 30–50 minute trip. In the afternoon, they'd make the journey home, but the weather was not always kind and the trip could be dangerous.

School Holidays were the Best! There was a tribe of kids at the Heads and, depending on which families lived there at the time, there could be up to 17 kids around to play with during the school holidays. On a fine day picnics would be packed, drink bottles filled, then they'd walk or take a quick trip in the Land Rover to a beach. It was usually Pilot Bay because it was safe for kids. The day would be filled with running races, games, fishing and swimming if the weather was warm enough. One day the boys built a boat out of a sheet of corrugated iron. They bent the end over to form a bow, nailed an apple crate into the stern, made it watertight with pitch, and it actually floated! No one drowned and the kids thought it was fun.

In 1968 a 4WD track (Lighthouse Road) was put through Forestry land from Strahan to Braddon Point. A short boat ride took the children across the harbour, then they travelled into Strahan by Land Rover.

above: To school by boat. The Mansfield and Smythe children with skipper Tony Purdon. *The Advocate* 1966

right: Correspondence class. Fiona MacLean being taught by her mother, Diana, while brother Donald looks on. Photo: Hector MacLean



below: School holiday races at Pilot Bay. Photo: MacLean Collection

Facing page:
 Cape Sorell seas.
 Photo: Darren MacQueen

insets: Map of Cape Sorell and Macquarie Harbour.
 Cape Sorell Lighthouse was officially opened 2 October 1899. A wooden tramline transported building materials for 1¼ miles from Pilot Bay to the Cape by horse-drawn cart. Photo: AOT





3



MacQueen family shell-seeking at Pilot Bay. Photo: Ross MacQueen

left: Aerial view of Cape Sorell Light Station c. 1960s, showing the lighthouse and the three dwellings before those houses were demolished in 1972. Photo attributed to pilot V. Reid. Gatenby Family Collection

Sheral MacQueen and Fiona MacLean find a Sun Fish on Pilot Bay. Photo: Hector MacLean



Images and information for this article are from 'The Outer Extremity: as far west as you can go'. Documentation for the *Western Wilds – Story Stop* project was donated to the Maritime Museum and extracts are reprinted here with permission. Thank you to the Cape Sorell families who shared their stories and images. More Cape Sorell stories are in the *Maritime Times of Tasmania* digital supplement 'Summer Reading 2020–2021' at <http://www.maritimetas.org/resources/newsletters/summer-reading-special-2020-2021>



SAND ART – You could build a sandcastle, or you could try drawing an anamorphic optical illusion. What? Anamorphosis is the effect when a drawing at first appears distorted, and becomes aligned only when viewed from a particular vantage point as illustrated at <http://www.anopticalillusion.com/2014/05/sand-ladder-drawing-from-nico-laan/>

Nico Laan creates huge sand drawings along the coast of the Netherlands and photographs them from above with a drone/camera/kite before they disappear. Read Alex Kahl's article about Laan's intriguing work at: <https://wepresent.wetransfer.com/story/nico-laan/> (accessed 20 November 2020)

WATCH the 5-minute video 'Anamorfosen' at: <https://vimeo.com/241743942>



Some More Hard Times

the story of the trading ketch *S.M.H.T.*

Part 2

by Jonothan Davis



S.M.H.T. Courtesy State Library of Victoria. Photo: Allan C Green

In *Maritime Times* No 72 (September 2020), the author wrote of *S.M.H.T.*'s early days, from its launch in 1878 to Jimmy Madden's appointment as skipper in 1932. This extract from a letter written by his son Grahame Madden tells of a challenging and memorable voyage, ca 1939, to the south-west.

'*S.M.H.T.* was engaged to go down to Port Davey to bring back the mine machinery she had taken down some three years before. We managed to get a couple of hands as crew, but they had not done any barging; also we had on board the mine manager. We called into Southport, and there we loaded ironstone into punts, and a launch we hired for the trip towed the punts out and we loaded it aboard for ballast. For this trip we had the launch to tow punts of machinery from the mine down the creeks to where we would have the ketch anchored. We sailed on to Recherche where we waited for a slant to the westward. We waited for near three weeks for the weather to abate and then we got away about three o'clock one morning. There must have been about 14 fishing boats waiting for a slant the same as us. We all got away about the same time.

'We had to sail everywhere those days, although nearly all of them had some kind of small engine, usually a four-cylinder car engine. *S.M.H.T.* had an International truck engine. We rounded Sou-West Cape about an hour when we encountered a light nor-wester, which gradually freshened. As she was pretty sluggish on the wind the old man decided to use the engine to help us along. About 10 P.M. he said he was going below to oil around the engine and he would also put some grease in the cups of the circulating pump. To do this he would have to lift a section of the flooring. She must have had a leak in the elbow of the exhaust manifold. About half an hour later I felt something was wrong so I looked below and saw him lying down, his head shaking. I jumped down and pulled him out.

'What a mess. He was well and truly out of it. He had bent down to grease the grease cup, and the fumes from the manifold knocked him out, and his head had fallen on to the flywheel and ground his ear off, leaving the lobe hanging. It had ground through his coat and the collar bone was exposed. I managed to get him on deck where he was delirious

and raving. We cut off his ear lobe with scissors and wound a warm towel around his wounds. Strange to say if the man at the wheel wandered off course he would bawl at him for being off course, and yet he would still be unconscious! Nobody else knew their way about down there, it was my first trip to the West Coast. The wind was coming round more to the west, how the blazes do you get into Davey under conditions like that! But the moon rose and Window Pane Bay was on our starboard side.

'He was still out of it and we thought he would not last long, although he was not bleeding. There was only one thing to do, I took charge and put the intention of going back to where the fishing boats would be, and going aloft with a flare to get a boat to come alongside and take him to either Maatsuyker or back to Recherche, where there was a 'phone.

'You can imagine how she flew with her topsail and everything else drawing with a fresh far wind. The land was now on our port side and we had been on this course for about half-an-hour when my father became alert and wanted to know where we were with the land on the port. He let out a bawling curse and we knew that he had come to, so we put about and resumed our course for Davey. He was in terrible pain but now aware of the circumstances. Decided the best thing to do was make for Davey while we could.

'We arrived at the entrance about midnight and by then it was blowing a strong gale from the west and we were making good speed. He ordered the topsail in and made for Breaksea Island, in our paths were three rocks. It was a hairy time and he must have known I was scared because he sent me to the wheel and told me not to be afraid and that he would tell me what he would want me to do, and when he told me I was not to hesitate. Hard to port around this rock, hard to starboard, steady, and so on.

'With the big rollers breaking around them (and us) you can imagine how they looked in the moonlight to a scared 17-year-old boy. But he knew the place well. To get through the Islands we had to head for the land beyond. I did not know we had to go through between them, and big seas were breaking upon them and the spray blowing over us and with a strong fair wind behind us we were closing fast.

'He knew what he was doing (I thought he had gone mad) but we had to keep all sail on as it was all we had. At the last moment we were through, hard over to starboard, hard to port, steady, and we were in sheltered water. Those islands looked like the sharpest teeth I ever saw in the moonlight with seas breaking on them. We then sailed serenely on to an anchorage in Bramble Cove. It was not till later I found that he and his brother had had the trade to Davey and Strahan for years when they were young men.

'On anchoring, I went to get some hot water to bathe his wounds, but he said, "No, there is a bottle of rum under my bunk. A hot rum, a warm towel and a good night's rest and tomorrow is another day." Next day I was called to look at my father. He was black from the forehead down to his shoulder blades. I boiled hot water, tore up a sheet and bathed and bandaged his wounds. Pirates of old would have thought he was one of them, he certainly looked the part. But he put warm clothes on and ordered up anchor and sailed up the creek to Bathurst Harbour, shovelling ballast over the side. He told me that in his younger days he and his brother George used to row or sail up these rivers and creeks sounding and getting a course out of it, and this is how they knew it well. At the time of our trip the area was only partly surveyed as far as Balmoral Hill, the rest was in his head.

'We sailed out of Bathurst Harbour and entered a creek with about two feet to spare on either side. Branches of trees brushed our rigging until we entered New Harbour Lagoon. Finally, we found we were only seven miles from South Coast. After anchoring he told us to get ready the launch to take us all ashore as we would be living at the miner's camp while getting the machinery stripped down and ferried to the ship. On arrival, up another creek, we found old Charlie King (Deny King's father) expecting us. He told us the fishermen had gone into the camps and helped themselves.

'The first aid kit was ransacked except for a bottle of olive oil and a triangular bandage which was very dirty. We bathed the old man's wounds and poured warm olive oil into them and bandaged them up (after the bandage was washed of course). Then for some reason known only to himself, he said that we were to take him back aboard. I guess

this was because we got hold of a mirror and showed him the extent of his wounds.

'On arrival alongside he got aboard and cast off the painter and said I was to sleep ashore with the men. I could not understand this as she was anchored fast with lines from each quarter ashore to keep her head on to the run of the tide and wind. It was a still night and he had said, "Leave the topsail hang unfurled for it to dry out." I could not understand this but I later found that he thought he was going to die, and he didn't want me to see him. He had been in a similar situation when he was a young man.

'Next day, worried about him, we went out to the ship at daylight not knowing what we would find. We found the topsail furled and him standing on deck, "You took your damn time getting here!" which was his way of saying he was alright. As for the topsail, it was just too much for him to lay on his death bed and hear his topsail blowing about. He was close to eighty at the time.

'The dismantling of the machinery went well. We rolled the big diesel engines down to the punts on the logs then punted them out to *S.M.H.T.* and stowed them aboard. All this time our cook used to bathe his wounds and pour hot olive oil on them and cover them. With these bandages, and his old hat on, Captain Kidd could not have looked any worse. We all slept ashore in the camps.

'One night it came on to blow hard from the south-west and I knew he was not sleeping. Next morning he wanted to go and see if she had dragged. I told him I would make my way overland to the lagoon and see, and that seemed to satisfy him. I made my way over the plain where there was hail on the ground almost a foot thick. Miners had sunk shafts in the ground for tin and these holes had filled with rainwater, death traps if you like. She had dragged her stern on to the reef behind her, so I stripped to swim out to try and heave her off, but a very fast running tide made me give up the idea. I returned and told him she had dragged a few feet but was alright, then I went and told the crew the truth. After breakfast we told him to stay in his bunk and we would go and check her out.

'Surprisingly, he said, "Alright." He was in pain but had said nothing. I was relieved. Had he come he would have found out I had lied to him, and that was one thing he would never tolerate. We got her secure again and she was not making any water. Eventually we had her loaded and we got under way, and that night we anchored in Schooner Cove. 'Next morning there was another gale from the south-west and we were weather bound for the best of a week. We were now out of stores so

lived on shark, swan and stale bread. With each day's delay, his temper got worse, but finally we got under way about seven o'clock one morning. With a good slant we were in Recherche at nine that night and anchored. On arrival in Hobart the next day, my father went up to the Royal Hobart Hospital. They looked at his wounds and said they had healed very well and there was nothing more they could do. So much for warm olive oil, a good constitution and a powerful temper.'

The above account is from a letter written by Grahame Madden to Garry Kerr. It is reprinted here with permission and was first published in

Kerr, Garry J (1987).
The Tasmanian trading ketch: an illustrated oral history.
Mains'I Books, Portland, Vic.



Another reported adventure was in 1936, but we were unable to find a sequel describing the successful haulage and installation of the 12-ton boiler after being unloaded from the deck of the 67ft *S.M.H.T.* (about the length of *May Queen*).

KETCH SHELTERING

S.M.H.T. Held Up at Port Arthur

The barge *S.M.H.T.* under Captain J. Madden has been sheltering in Port Arthur for the past week. She carries a new boiler to be fitted to Gathercole Brothers' mill at Fortescue Bay. A very strong south-westerly swell has prevented her rounding Cape Pillar. The boiler, which weighs 12 tons, will have to be landed in the surf at Fortescue and hauled ashore, because the jetty is not strong enough, to support the weight. Until the new boiler is fitted, the mill will not be producing and 10 men have been dismissed for an indefinite period (*Mercury* 21 July 1936, p. 2).

Last known of *S.M.H.T.*

During the war years the vessel did trips for timber merchants Kemp & Denning. After the war, it was sold to Stan Spaulding. The Spaulding family were from Nubeena and many family members had been in the barges, fishing and coastal trades. Stan Spaulding ran *S.M.H.T.* between Hobart and Tasman Peninsula ports, however by 1952 he could not compete with the trucks, or lorries as they were then called in Tasmania, so *S.M.H.T.* was sold to NSW owners and, possibly renamed, disappeared from the record. □

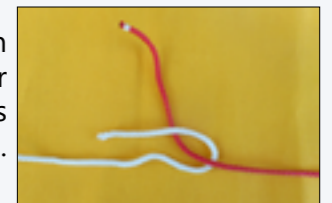
knot so hard

a series by Frank Charles Brown

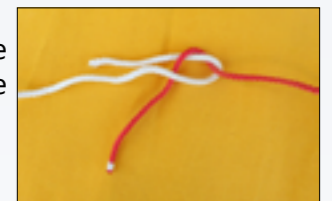
No 56 Racking Bend

The purpose of this bend is to connect a light messenger line to a much thicker rope, e.g. a mooring rope. In addition, it could be used in any situation requiring bending two lines of greatly differing thickness or indeed two lines of similar thickness which makes it a nicely versatile knot.

1—Form an open loop with the thicker of the cords and pass the thinner as shown.



2—Commence the weaving with the thinner cord.



3—Continue the weaving as shown and in doing so close the loop.



4—Finish the knot by passing the Working End under its own Standing Part.



CHRISTMAS
PHOTOS
&
CARDS
from the
Maritime Museum
Collection



1



4



2



5



3



6

1 CHRISTMAS 1908 – Children from the Bellerive Methodist Sunday School on Bellerive Beach. The donor's mother Hilda Scott is in the centre of the photograph and her brother Geoffrey is to her right. MMT Small Photograph Collections Book 3

2. CHRISTMAS DAY 1896 on the trading ketch *May Queen* at Raminea, Tasmania

3. 'May Christmas bring Joy unto Thee and Thine' – English yachts

4. CHRISTMAS DAY 1926 – SS *Togo* – At the end of the annual Xmas day race around Green Island, in a neck and neck approach to the Princes Wharf finish, SS *Cartela* nudged the stern of *Togo*, which ran ashore below Castray Esplanade. *Togo* won again in 1929. Race abandoned 1931. MMT_lantern slide; P_GSL433

5. 'Wishing you a Merry Christmas and a Happy New Year' Bellerive Waterfront MMT_P_D5-362

6. Christmas Card from Shipping Company, Hoddart Parker & Co. MMT_P_2019-363

Images supplied by MMT Curator, Rona Hollingsworth.

notes from the curator

by Annalise Rees, Assistant Curator

Connecting to our local community

BORDER CLOSURES RESULTING FROM THE PANDEMIC have presented a unique opportunity for the Maritime Museum to reconsider how it connects to local Tasmanian communities. Trying out new strategies that better engage local people has been high on the list of discussion topics in the office. With the possibility of additional border closures in the near future we need, more than ever before, to increase the number of Tasmanian visitors coming through our doors. The reopening of the Museum with our revamped permanent display will go some way to attracting curious local visitors, interested to see what has changed, however attracting repeat visits is key.

Building our local visitation through a range of offerings and approaches is something I have been interested in pursuing since joining the Museum in 2019, as I believe connecting to local people should be a core focus of museum activity. Our local community is responsible for establishing, growing, maintaining and seeing that the collection survives into the future. Acknowledging the community's investment in and custodial responsibility for the collection is important.

Significance of a collection stems from its uniqueness, its capacity to represent key aspects of history, and from its ability to connect to communities. So, 'how does a collection establish significance?', and 'how does a museum collection retain its relevance to the communities whom it represents?' These are important questions to ask when thinking about what the purpose of a collection is, how a collection is built and how it can be utilised as a cultural catalyst to invite dialogue.

Our new initiatives, Pics on the Rig and LUME Writers in Residence begin to better engage local people and increase accessibility to the collection in new and exciting ways. These projects bring new groups to the Museum and, in the case of Pics on the Rig (above), take the Museum out into the community utilising our superb location on Hobart's historic waterfront to great effect. Our LUME writers in residence (launching in February 2021) will work with the collection,

researching and exploring its depths to present new ideas and perspectives. They will create new stories to spark conversation, encourage reflection and invite readers and audiences to consider their personal connection to Tasmania's maritime history.

These initiatives help to perform our maritime heritage, making active connections between past, present and future. Programs which invite dialogue and encourage participation enable a deeper form of engagement and establish not only significance, but also meaning. Meaning ensures that heritage is something that is practiced—keeping maritime culture alive and part of a community's daily life. Considering projects and initiatives that directly engage local people should be first and foremost and will, by default, provide a uniquely 'Tasmanian' experience for interstate and eventually, when they return, overseas visitors. To champion Tasmania's maritime history, we must place the Tasmanian community at the centre of our focus, rather than on the periphery and must offer programs that facilitate meaningful connection with the collection. In this way the Museum as an entity and the collection as a cultural legacy for the Tasmanian community retain significance and relevance, ensuring their long-term survival.

2021 will present a challenging and exciting year for the Museum. I do hope you come visit, bring your friends, and contribute to the conversation! □

Pics on the Rig on May Queen Photo: © 2020 Barry Champion

high and dry

by John Wadsley, Maritime Heritage Coordinator

SUMMER means bushfires in Australia. Always has been, always will be. We have witnessed awful tragedies that unfolded on the mainland nearly a year ago. We have seen the intensity and sheer scale of fires increase in recent years. Yet, for many of us, the lasting memories of the 1967 bushfires across southern Tasmania remain seared deep in our psyche.

For me, living on Mount Stuart, the fires were very close on Black Tuesday, 7 February. It was my first day in Grade One at Mount Stuart Primary. Nestled below Knocklofty, the school looks across West Hobart to the city and beyond to the wonderful panorama of the Derwent Estuary. The day started ordinarily enough. But then things got bad, very bad, very quickly. I remember that sparks from the fires engulfing Mount Wellington and its foothills, including Knocklofty, set fire to the main school door. Then we were sent home. My enduring memory of that day is walking home by myself, clutching my painting efforts on large sheets of paper, as the wind howled and the smoke billowed around me, blotting out the sun. Looking back, it seems almost insane that children were allowed to walk home on such a day! Anyway, the school survived, as did our house, although our neighbours three doors up lost their side fence. The blackened hump of Knocklofty dominated the school for years to come.

Why, do I hear you say, is he writing about the 1967 fires? Well, this is where one of new exhibits in the Maritime Museum comes in. As many of you will know, we are very excited about the reincarnation (well, at least in part) of HMAS *Derwent*, a frigate/destroyer escort. *Derwent* was commissioned in 1964 as one of six River class vessels constructed for the RAN. In 1967, HMAS *Derwent* was on its way to Hobart to be the flagship for the Royal Hobart Regatta, when the bushfires took hold. The ship was ordered with all speed to Hobart. Within a couple of hours of docking, most of the crew had been deployed to fight fires and provide support. A later report noted, *They also provided continuous assistance in many and varied activities conducted by the Civil Defence authorities, and ... such tasks as burning firebreaks, ditch digging, rebuilding burned out bridges, providing a fresh water pipe line to homeless victims of fire in Snug. When the ship returned to Sydney...she carried messages containing the thanks of the Governor of Tasmania, Sir Charles Gairdner and the Lord Mayor of Hobart. The message from the Governor read: 'On behalf of all in Southern Tasmania I would like to thank the ship's company for all its efficient, willing and unassuming work in assisting during the bushfire crisis...'*

Earlier this year we were donated the furniture and fittings from the Captain's Cabin on the *Derwent*. It seems that when the *Derwent* was being decommissioned in 1994, one of the last captains,

MEMORIES SEARED DEEP The 1967 Bushfires ... and some unexpected help



HMAS *Derwent* at Elizabeth Street Pier February 1967 Photo: John Burton

'Fire Disaster: Derwent Lends a Hand' Royal Australian Navy News, Vol 10, No 4, 17 February 1967. Reprinted with permission. * <https://www.navy.gov.au/hmas-derwent>

Commander JL McAree, organised the removal of his former abode. For many years, the items sat in a shed, then were passed onto the Navy Cadets at HMAS *Huon*. And now the Maritime Museum has them.

Thanks to the sterling efforts of Ian Gibson, Vic Pearson and Lindsay McDougall, we now have the cabin reincarnated in the Carnegie Gallery. After extensive research, a new day cabin and night cabin have been built to the original dimensions and all the original furniture, light fittings, communications equipment, have been installed. Even the original scuttles are in place! We have also had contact with former crew members who shared their memories of the ship and the captain's quarters. So, with this new and unique exhibition, we can tell the story of the 1967 bushfires and how the crew of HMAS *Derwent* came to help in our hour of need. It will also be the cornerstone of our naval display. We hope you can see it very soon. □

from the galley

CHRISTMAS

ON BOARD

IT'S A BIT LIKE CHRISTMAS in the Maritime Museum at the moment: packing boxes / un-packing boxes and being pleasantly surprised by the contents. In the process we came across some ships' Christmas cards (pp. 26–27) and a few ships' Christmas menus, so we thought a Christmas recipe would be in order.

One menu was from Union Line's SS *Paloona*, which offered Roast Haunch of Mutton for the onboard luncheon while on an excursion to Port Arthur on 26 December 1911. Another menu was from TSMV *Westralia*, a Huddart Parker ship, built 1929 and intended for interstate and trans-Tasman work, but requisitioned for wartime service in 1939. After the war it was restored to its peacetime condition but, until April 1949, was required to maintain a service between Sydney and Japan for the British Commonwealth Occupation Forces. The tasty Christmas Dinner menu (right) depicts Captain Cook's cottage and is dated 1947 at Kure, a shipbuilding port city in Japan. Among the choices was Supreme of Chicken à la Stanley, served with battered julienne carrots and garden peas.

Was this Stanley, Tasmania? Maybe not, but further research found that this dish was served in 1912 on *Titanic* (*The Last Night on the Titanic: Unsinkable Drinking, Dining, and Style*, by V. Hinke, publ. 2019). Prior to that, the recipe appeared in Fannie Merritt Farmer's *The Boston Cooking School Cook Book* (1896, republished 1996). We still don't know who or what the Stanley was/is that inspired this dish, but it was favoured by maritime chefs. Here's the recipe, slightly modified. □

Supreme of Chicken à la Stanley

INGREDIENTS

2 chickens
1 onion, thinly sliced
¼ cup butter
1 cup of chicken stock
1½ tablespoons butter
1½ tablespoons flour
cream as needed
salt and pepper to taste
bananas

METHOD

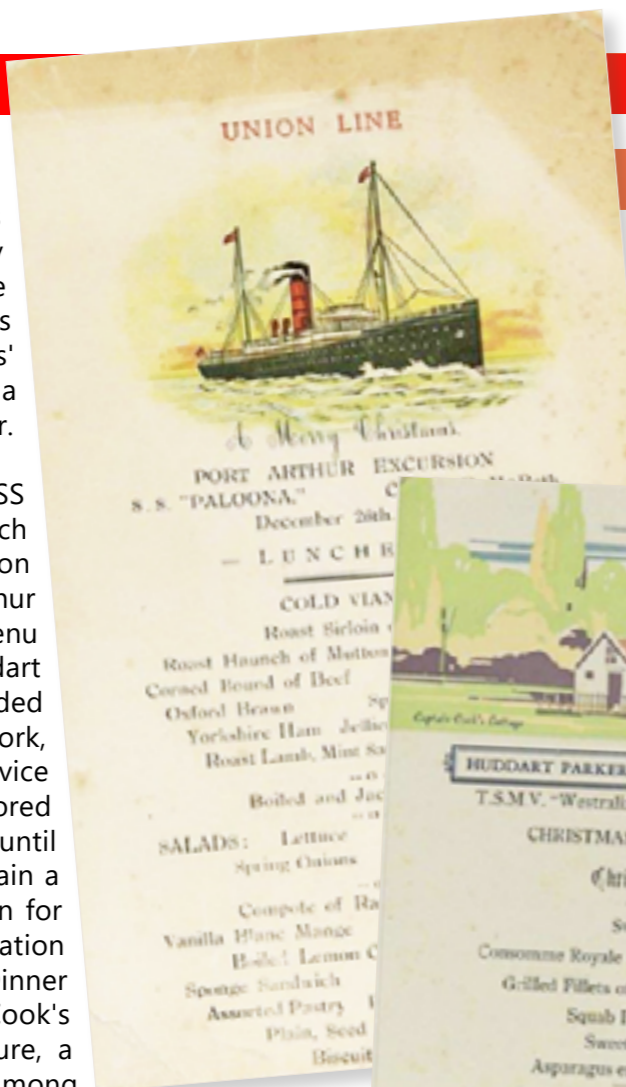
Chicken
Melt ¼ cup of butter.
Cut the chickens into pieces.
Add chicken and onion to the butter.
Cook on low for 10 minutes.
Add chicken stock and cook until the meat is tender.
Remove the chicken pieces, and set aside.

Sauce

Rub stock & onion through sieve.
Fry butter and flour (roux).
Add sieved stock while stirring.
Salt and pepper to taste.
Add spoonful of cream until it's the right consistency.

Garnish

Slice peeled bananas diagonally, dip in flour and saute in butter.
Arrange the chicken on the plate, pour sauce around it and garnish with the bananas.



SS *Paloona* Menu (1911)
TSMV *Westralia* Menu (1947)
MMT Collection
Photos: Barry Champion



Céad míle Fáilte

Galway, Éire

postcard from Galway

Traditional sailing vessel
—the Galway Hooker

— POST CARD —



Céad míle Fáilte.

A hundred thousand welcomes, but it looks as if you won't be making it to our Galway Traditional Boat Festival in May. We hope it's still going ahead. Here's a picture of the hookers which race across the Bay and are always a drawcard. There are 4 classes, the biggest is about 40ft. Single mast, gaff-rigged mainsail and two foresails. They have been used locally for ages — for fishing or for carrying cargo around the west counties, limestone from the islands and, before we had electricity, they'd carry turf, which was used as fuel, from Connemara to places that didn't have peat bogs. The old sails were treated each year with a tree bark mixture to weatherproof them, and got darker and darker every year. Remember old Conor? He still goes out for a sail. Maybe we can take the boat out when you do get here. Till then, stay well.

Brendan.



TO: THE EDITOR

'MARITIME TIMES OF TASMANIA'
MARITIME MUSEUM
GPO BOX 1118, HOBART,
TASMANIA 7001

Summer Crossword

Search for crossword answers in the pages of this December magazine (MTT 73) and enter our competition to win a \$25 voucher from Rolph's Nautical Gift and Book Shop at the Maritime Museum.

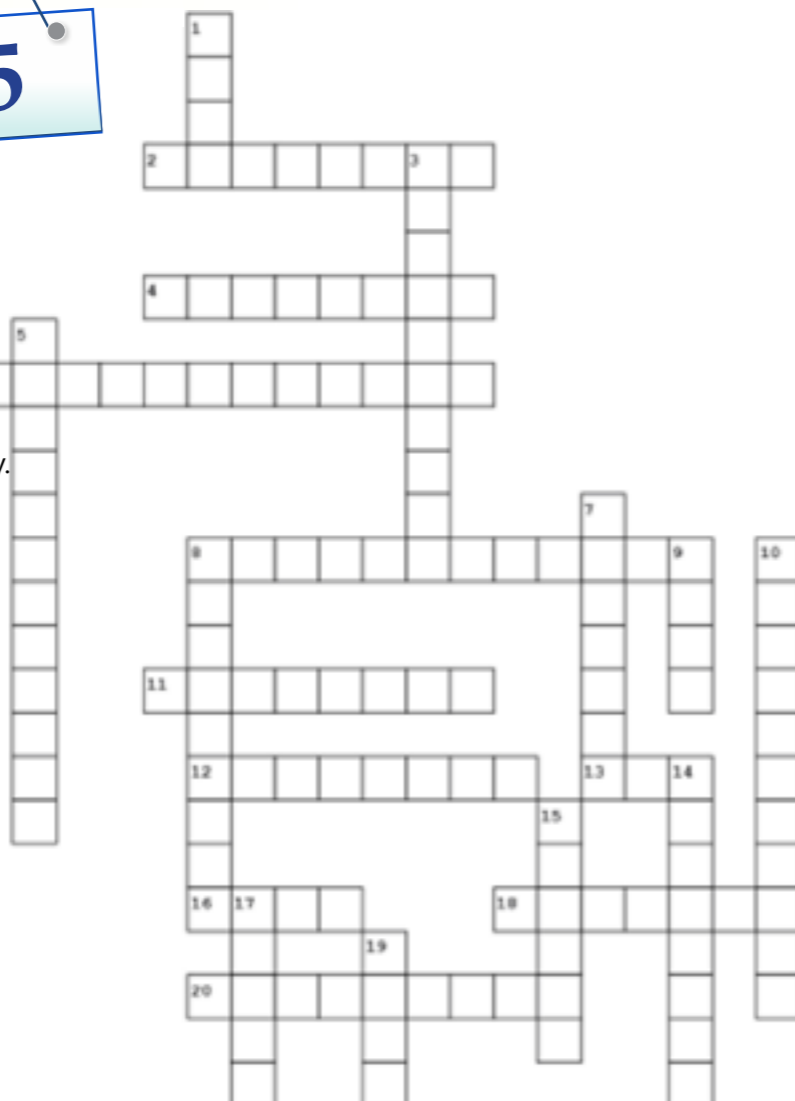


ACROSS

- 02. Unique farm at Beauty Point.
- 04. Growing export market for Tas [fruit].
- 06. AWBF event on 7 Feb 2021. [6,2,4]
- 08. Builders of Cape Sorell Lighthouse. [4,8]
- 11. Museum's AGM was held in [month].
- 12. Beth saw a in a stream near Strahan.
- 13. Tom extracted ... from area near Coles Bay.
- 16. SS ran ashore on Christmas Day 1926.
- 18. Which ship was called The Black Duck?
- 20. Cruise ship terminal/event space MAC 02 is on Wharf.

DOWN

- 01. New initiative: Writers in Residence at the Maritime Museum.
- 03. Tasmanian entrant in Sydney Hobart race in the Two Handed Division.
- 05. Traditional sailing vessel in Galway. [6,6]
- 07. Ship which came to the rescue during the 1967 bushfires: HMAS
- 08. *Spirit of Tasmania* sails from in northern Tasmania.
- 09. Strahan theatre: The that never was.
- 10. Captain of *Westward* on opening day of the sailing season. [5,6]
- 14. Sand artist who creates optical illusions. [4,4]
- 15. Skipper of *S.M.H.T.* in the 1930s was Jimmy
- 17. Writer Joseph Conrad's only command.
- 19. TSMV *Westralia* was at, Japan, for Christmas 1947.



ALL CORRECT ENTRIES received before 10 February 2021 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 March 2021 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 73 CROSSWORD to admin@maritimetas.org Remember to add your name and contact details to paper entry or to email attachment. Judges' decision is final.

THE WINNERS – a joint effort and the first correct entry out of the hat for the September 2020 crossword in *Maritime Times* No 72 – were Colin and Pam Wood. Congratulations!



Our digital Summer Reading supplement with a mix of articles, short notes and reviews of selected books is on the Maritime Museum website at: <http://www.maritimetas.org/resources/newsletters/summer-reading-special-2020-2021>



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SPIRIT OF TASMANIA

'Explore and Enjoy our waterfront precincts over Summer'

AS AN ISLAND STATE, TASMANIA is reliant upon shipping, port infrastructure and port operations to sustain our communities and our economy. Each year 99% of the state's freight moves through TasPorts' multi-port network.

TasPorts is a vertically integrated organisation, with a long and proud history of facilitating trade for the benefit of all Tasmanians. We are also proud to operate and maintain a number of community-use waterfront assets at Sullivans Cove, Stanley, Inspection Head, Strahan, and on King and Flinders Islands.

The Port of Hobart's waterfront is the most well-known community asset, where popular events and festivals including the Rolex Sydney to Hobart, the Australian Wooden Boat Festival and the Taste of Tasmania are held.

Like many other events this year, due to COVID, summer events on our land will look a little different. While we won't see the crowds and events we're used to, there will still be a number of reasons to explore and enjoy our waterfront precincts over summer (in an appropriately socially distanced way of course).



www.tasports.com.au

Hobart Twilight Market

TasPorts is pleased to welcome back the Hobart Twilight Market on the last Friday of each month. Held outside Brooke Street Pier on Hobart's waterfront, this friendly Friday night market showcases the best of Tasmanian eats, drinks, design and music. To accommodate social distancing and more Tasmanian artisans, the market has recently expanded their footprint a little further down Franklin Wharf.

Rolex Sydney to Hobart

Since its inception 76 years ago, the Sydney to Hobart Yacht Race has been strongly supported by TasPorts and we are delighted to once again facilitate this truly iconic event. It is estimated 100 yachts are due to take part this year and similar to previous years a S2H Race Village will be set up on Hobart's waterfront. This year, however, due to COVID-19 restrictions, the event will be closed to the public.

Australian Wooden Boat Festival

TasPorts is proud to be a Principal Partner of the Australian Wooden Boat Festival. The 2021 event was cancelled due to COVID-19, however the iconic Parade of Sail on the River Derwent will still take place. This spectacular event is scheduled for 7 February 2021 and encourages us all to participate either on the water, or to pack a picnic and enjoy the parade of wooden boats from a location of your choice along the shores of the River Derwent. [See p. 12 for news of AWBF's alternative events.]

Launceston to Hobart

This year, TasPorts is proud to be the naming sponsor of the Launceston to Hobart yacht race. The annual 285 nautical mile race begins at Beauty Point on 27 December 2020, with the fleet making their way along Tasmania's rugged northern and eastern coastline. The event provides an opportunity for offshore sailing development for aspiring young sailors.

10 Days on the Island

Once again, TasPorts is putting its support behind another highlight of Tasmania's cultural scene—the biennial Ten Days on the Island festival. The March 2021 event will be an epic 10-day adventure over three weekends in three regional heartlands of Tasmania. The program will be announced shortly and TasPorts is excited to be supporting this regional festival.



Looking for a spacious, COVIDSafe location to host your next event?

MAC 02 on Hobart's waterfront is TasPorts' premier indoor venue, ideal for your medium to large wedding, corporate event, concert or trade show.

The venue is the perfect space for your next event and a unique part of Tasmania's waterfront history. When the Macquarie Wharf 2 (MAC 02) shed was built in 1958 it was believed to be the largest cement shed in Australia.

Cold stores were positioned on the northern side of MAC 02 and were used to store everything from apples to hops. Hops were big business in Tasmania during the early 1990s, and Tasmania was responsible for approximately 70 per cent of Australia's hops production.

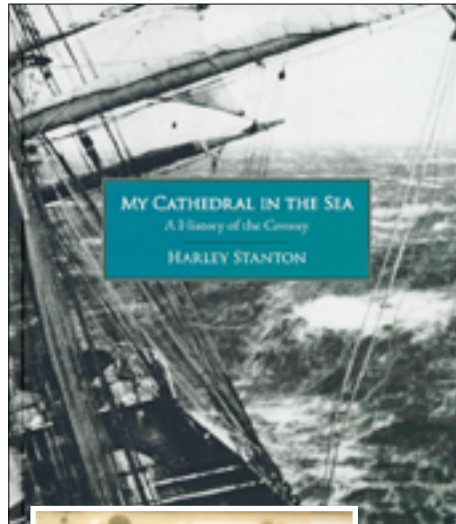
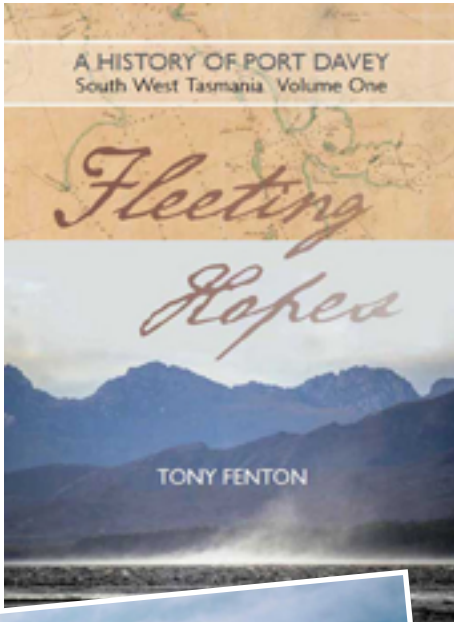
Hobart began experiencing growth in cruise ship arrivals, and the need for dedicated cruise facilities became apparent. In 2013 TasPorts invested \$7 million in converting MAC 02 into a stylish, contemporary cruise terminal to meet the increasing cruise demand.

Today, MAC 02 features modern concrete flooring and large glass windows, allowing guests to take in the incredible views of the River Derwent and Hobart's iconic Sullivans Cove, against a backdrop of kunanyi/ Mount Wellington.

Available for dry hire (hire of event space only), MAC 02 provides the flexibility for you to personalise and tailor the space to large scale or more intimate events.

If you are looking for a waterfront venue in Hobart or around the state, please visit www.tasports.com.au/events or contact TasPorts' Sponsorship and Events Officer at events@tasports.com.au

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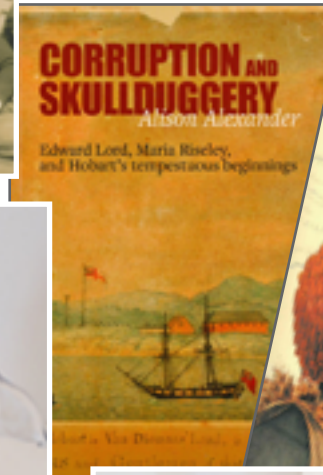
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