

# MARITIME TIMES

## OF TASMANIA

No 75 – June 2021

\$3.50

### Maritime Occupations

the ship's crew  
oceanographer  
customs officer  
boatbuilder  
submariner  
cabin boy  
engineer  
lecturer  
pilot

TasPorts' News  
AMC News

### Museum News

President's message  
Notes from the curator  
and  
Our regular features

Photo details p. 2





**Maritime Museum of Tasmania**  
 CARNEGIE BUILDING  
 Cnr Davey & Argyle Streets, Hobart  
 Postal Address: GPO Box 1118,  
 Hobart, Tasmania 7001

Phone: 03) 6234 1427  
 Fax: (03) 6234 1419  
 email: [info@maritimetas.org](mailto:info@maritimetas.org)  
[www.maritimetas.org](http://www.maritimetas.org)  
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## from the president's log

by Chris Tassell

All around our island state, the sea has created many opportunities for Tasmanians to work either at sea or in occupations associated with the sea both in the past and today. Many of these occupations are challenging, unpredictable and at times dangerous but because they happen every day, they tend to be taken for granted by the community at large. This issue of *Maritime Times* explores some of the great diversity of maritime occupations including a comparison of the experiences of ships' pilots past and present. We also touch on a few of those occupations represented in the Maritime Museum's collections including tools of trade, certificates and photographs.

The everyday and often superficially mundane nature of working life also influences efforts by museums to collect items and to document these maritime occupations. More often than not intentions tend to be set aside because of limited resources, more pressing demands and the presumption that it can be done 'another day because it is always there'. This, despite the knowledge that technology is rapidly changing the nature of these industries, how people work in them and the new skills that are required.

Perhaps nowhere in Tasmania is this more apparent than in boat and shipbuilding. The tools, skills and history associated with Tasmanian wooden boatbuilding are certainly well represented in museums around the state. The same could not be said for much of the state's more recent boat and shipbuilding using a range of materials including steel, aluminium and high-density polyethylene. The use of each of these materials brings with it, its own history of innovation, skills and material culture.

The challenges for museums collecting contemporary material, particularly that related to working life, are considerable and require a clear understanding of both the museum's purpose and the industries or skills being focused upon. It also brings many advantages in that processes, skills and products can be fully documented and the best, where appropriate, acquired for the collection. Such a structured approach to collection development is in direct contrast to the serendipitous approach based on community generosity that prevails widely in museums collecting Tasmania's social history at present.

This is not to say that serendipity won't have a place in the future development of our collections.

Indeed, the Maritime Museum will for example be relying upon serendipity to obtain material, such as packaging, that documents the many fish canneries that have operated in Tasmania from Lady Barron on Flinders Island in the north to Margate in the south and those who have worked in or supplied these canneries.

At present no museum in Tasmania is resourced appropriately to be able to comprehensively document Tasmania's maritime heritage past and present. The strong collegial network of museums and heritage sites with an interest in the state's maritime heritage established and supported through our Maritime Heritage Outreach and Education Program provides a means of using the available limited resources most efficiently. One of the elements of the new four-year program for this initiative supported by Arts Tasmania is an assessment of the state's maritime collections, both their strengths and weaknesses. This will allow for the much more focused documentation and collecting of Tasmania's maritime heritage across the state in the future.

Given Tasmania's rich maritime heritage and existing limited museum resources, the recent proposals by the Burnie City Council to close the Burnie Regional Museum indefinitely is a serious loss for Tasmania. The museum established by Peter Mercer in 1971 holds collections of state significance. It is without question the finest example of the use of period rooms and streets for the interpretation of a community's history in Australia. Included in the collection is much maritime material of importance and the museum has been an active member of the state's network of maritime museums. Decisions such as this not only erode community confidence in the place of museums in their community but also the community's confidence in itself and its achievements. It is to be hoped that recent offers by the State Government see the Burnie Regional Museum re-opening in the near future.

This decision also underscores the important place of the Maritime Museum in Tasmania supported as it is by committed volunteers and members. Enclosed with this issue of *Maritime Times* is the annual membership form and a request for support for the Museum's Endowment Fund. I would encourage you to consider how you can support the Museum in ensuring that it continues to protect and promote Tasmania's maritime heritage. □



### 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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Beth Dayton, Secretary 0407 873 852 <a href="mailto:office@maritimetas.org">office@maritimetas.org</a>	Peter Wright 03) 6288 7168 <a href="mailto:i8morerhubarb@gmail.com">i8morerhubarb@gmail.com</a>	Rex Cox 03) 6234 1865 <a href="mailto:rexcox@netspace.net.au">rexcox@netspace.net.au</a>	Ron Gifford 0409 406 639 <a href="mailto:rongifford@bigpond.com">rongifford@bigpond.com</a>
Ross Studley, Treasurer	The Committee also includes representatives from external organisations: e.g. Alderman Jeff Briscoe (HCC), and Scott Carlin (TMAG).		

#### Maritime Times of Tasmania

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#### Front Cover image

Ship's crew painting the funnel of *Gladstone Star* (10 725/1957)  
 Hobart, April 1966 Photo: Rex Cox Collection



#### 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](mailto: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 September issue is 18 August 2021.

## from the brig

Welcome to *Maritime Times of Tasmania* No 75 — three quarters of the way to our first hundred. In this issue our focus is on maritime occupations and we take a look at just a handful of jobs connected to the sea. The range of occupations working at sea, or in on-shore supporting roles, has expanded hugely over the decades. As we explore and seek to understand the oceans, scientists and academics head out to sea aboard custom-built research vessels, rather than the converted fishing boats or freighters of previous generations. Ashore, this research is supported by instrument manufacturers and software developers as well as the naval architects and shipbuilders who design and build the increasingly sophisticated vessels.

The pursuit of leisure at sea has also grown. Before the pandemic slowed things down, the cruise ship industry was the fastest growing tourism sector worldwide, a growth that impacted directly on Tasmania with increases each year in the number of visiting vessels of ever-increasing size staffed not only by seafarers and officers, but also hospitality staff, entertainers, retailers and health professionals. At the other end of the scale, surfing, paddleboarding, kayaking and sailing provide employment opportunities for instructors, equipment manufacturers and retailers.

Curiosity and adventure have perhaps always been part of the attraction of a job involving the sea but many modern jobs, reliant on technology, machines or computers, seem somewhat removed from what we might consider the romance of the sea, but people still seek work at sea to fulfil an inner longing. On a recent visit to Maria Island we chatted with one of the young deckhands on the new-ish ferry. He told us that he had always loved Maria Island and had wanted to work on the ferry, but that the opportunity had never arisen until the new ferry, with a larger crew, commenced operations. He was thoroughly enjoying the work, making the most of any chance to chat to passengers and, one day during our stay on the island, we bumped into him enjoying a day off walking along the cliffs and gazing out to sea on his way to climb Bishop and Clerk.

### Crossword Competition

Win a \$25 voucher to spend at Rolph's Gift and Nautical Book Shop at the Maritime Museum.

Details on page 32



Certificate of Appreciation awarded to volunteers of the Maritime Museum of Tasmania 19 May 2021. Photo supplied by Maria Riedl

Josh Dunn and Michael Bellis recently represented the Maritime Museum at the Hobart City Council's Volunteer Recognition reception at the Town Hall. This annual event acknowledges the vital role volunteers play in keeping many community-based organisations functioning.

One of the most important volunteer roles at the Museum is the front counter, welcoming visitors and ensuring that the doors are open from 9–5, 7 days a week. We're always pleased to welcome new volunteers to our friendly team, so if you, or people you know, are interested in a role meeting and greeting and being welcoming to our visitors for a few hours a week, then please do contact Beth. email: [office@maritimetas.org](mailto:office@maritimetas.org) or phone: 6234 1427

### Maritime Museum Members

We welcome new members:

Sara Smerilli Ross Gates  
Wayne Bass Margaret Dalkin

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)



## in the museum

MMT holds a diverse collection of items which reflect the maritime occupations of previous generations. These include paper certificates, like the Master's Certificate (p. 6) presented to Captain Richard Copping, and pilot exemption certificates; diaries written by whalers, including Jack Fox, the young Tasmanian who signed up for two voyages to the Antarctic in the 1920s; the diary of ferrymaster Captain Harris on *Lurgurena* 1930, others written by a midshipman 1920–22, and a ship's surgeon, 1838; caps and uniforms representing different ranks; tools of their trade and equipment used by ships' officers, naval architects, seafarers, divers and fishers.

The Museum also has a great collection of historic photographs and, in our shop, there are books about Tasmanian boatbuilding, whaling, lighthouse keeping, and other occupations.



Crayfish pot. A traditional type with steel wire frame, teatree casing and cane neck MMT Collection A\_1990-107

Diving Suit, kindly lent by Mr and Mrs Pearson, as worn by Tasmanian diver, Joe Hodgson 1920–1930s

Naval Architect Rodney Macey's box of drawing instruments mid-20th century MMT Collection A\_2019-034 Photos: Barry Champion





Items in the MMT Collections representing maritime occupations

above: Seaman's cards – Harry Inman's Seaman's Licence, membership book for the Seaman's Union of Australasia and Australian Stevedoring Industry Board card MMT Collection D\_2004-030

Richard Copping's Master's Certificate, issued 5 June 1855 MMT Collection D\_1984-579 Photos: Barry Champion



top right: Uniform – ex Trans Derwent Ferries, ca 1980s Photo: MMT Collection

right: Captain's desk in the Day Cabin, HMAS Derwent. Reconstructed in MMT's Carnegie Gallery Photo MMT Collection

## in the museum



## The Ship's Crew

by Murray Doyle

**CREWING OF AUSTRALIAN MERCHANT VESSELS** has changed in recent decades. Up to the 1980s, vessels could have crews of 40 or more personnel depending on the type of vessel. The developing technology and efforts to contain crew costs led to the Maritime Industry Development Committee (MIDC) introducing changes in 1988 to the manning of Australian ships, reducing numbers to 18, changing classifications and implementing a modern system of training.

### SHIP'S MASTER

In command of the vessel is the Ship's Master or Captain who holds a Master Class 1 Certificate meaning there is no limit on the tonnage, power or geographic area on the vessel under his command. The Master has ultimate responsibility not only for the safety and security of the vessel but also passengers, crew and cargo, and for the keeping of required records. In days of old he was regarded as 'Master under God' as once you left port his word was law and the safe operation of the vessel was reliant on his decisions. Now, with modern regulations and communications, the Master is in constant touch with Head Office and safety authorities, but retains the ultimate authority on board the vessel in regard to safety and pollution prevention.

The author, Murray Doyle AAM, is a Master Mariner (retired) who commanded RSV *Aurora Australis* until 2016.

### CHIEF ENGINEER

The Chief Engineer is the head of the technical department of a vessel and is responsible for the safety of staff as well as for all the ship's machinery and equipment working efficiently and safely, for planned maintenance to be carried out and for records to be kept. Modern ships can operate with unmanned engine rooms, with computers monitoring the machinery and alarming if there are problems. Usually a ship is manned with three engineers besides the Chief Engineer, rotating daily as Duty Engineer answering alarms and carrying out the necessary maintenance duties. In days of old when engineers stood watches there could be six or more engineers on board. Pre-MIDC an Electrical Officer was also carried but now there is extra electrical training for engineers. Another position that has gone is Refrigeration Engineer, once carried on vessels that had refrigerated cargo.

Containerisation, with specialist refrigeration containers, has meant the demise of that position.

### BOSUN and IRs

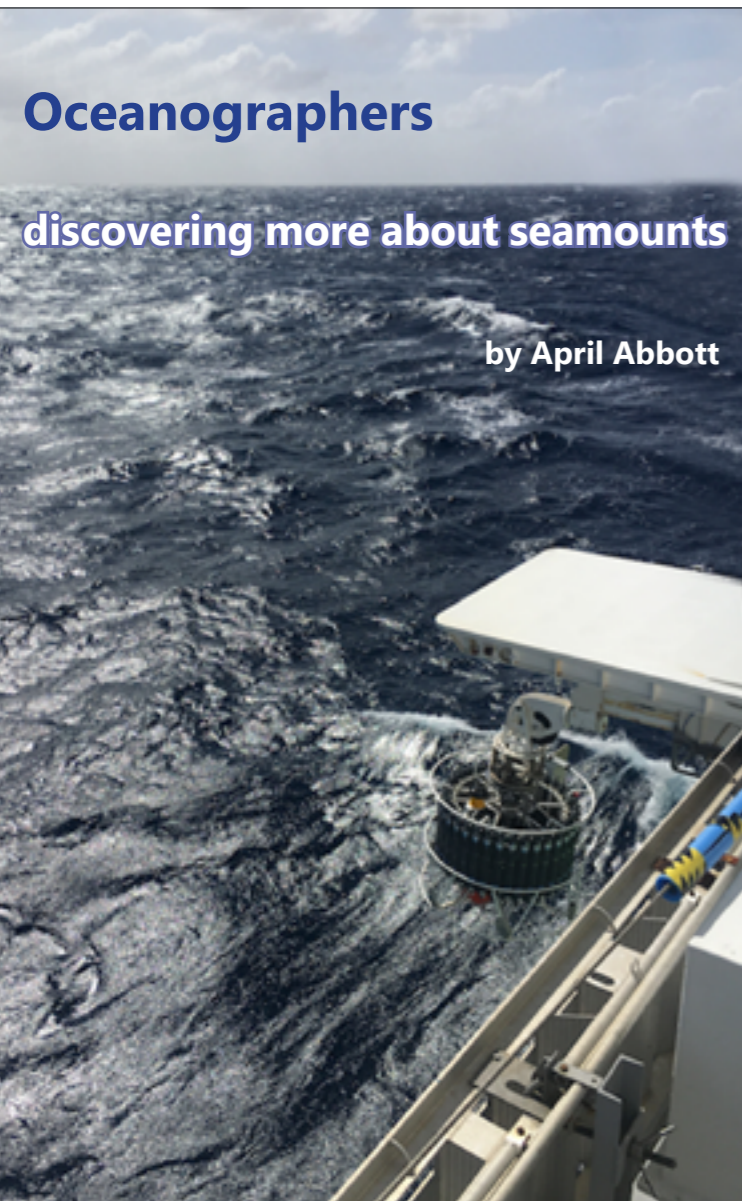
With the introduction of the MIDC reforms, which led to training courses at the Australian Maritime College for Deck and Engine Ratings, all the old classifications (AB, OS, Donkeyman and Greasers), were replaced by Integrated Ratings who were qualified to work both on deck and in the engine room. They are led by the Chief Integrated Rating (although most people still use the term Bosun) who liaises with the Chief Mate and 1st Engineer with regards to work requirements, and who allocates labour.

### NAVIGATION OFFICERS

Directly under the Master are the Navigation Officers, who stand the navigation watches at sea (12-4, 4-8, 8-12, etc.), as well other duties. The senior officer is the Chief or 1st Mate who is responsible for planning the loading and unloading of cargo, the stability of the vessel and its maintenance. The Second Mate is the Navigator responsible for voyage planning, correcting Charts and publications and assisting the Master with crew matters. The Third Mate has the safety equipment and is First Aid Officer. One of the Mates also assists the Master as Security Officer overseeing the security measures which are part of the modern world. All Deck Officers are also qualified to operate the communications equipment.

### STEWARDS

The Catering Department is headed by the Chief Caterer (Chief Steward), who is responsible to the Master for the cleanliness of the accommodation spaces on the vessel. He also oversees the preparation and serving of meals, as well as the ordering of stores. Depending on the numbers carried he will normally be assisted by a caterer and a cook.



## Oceanographers

discovering more about seamounts

by April Abbott

A water sampling device, the CTD rosette, is deployed off the side of RV *Investigator*. This instrument measures Conductivity, Temperature, and Depth as well as other water characteristics such as dissolved oxygen and chlorophyll. The attached bottles are controlled by the ship and can collect water from deep below the ocean's surface. Photo: April Abbott

Scientists on board RV *Investigator* examine some of the benthic life recovered in a rock dredge Photo: CSIRO



**DID YOU KNOW** some of the largest mountains on Earth are under the ocean?

Grand, steep-sided geological features rising thousands of metres above the seafloor pepper our global oceans. Known as seamounts, these features are often remnants of now-extinct volcanoes and commonly found near plate boundaries. There are thought to be over 100 000 seamounts around the world, each exceeding 1000 metres in height. Of these, less than 0.1% have been explored.

In June 2021, a team of scientists will set out from Darwin on a collaborative expedition aboard CSIRO Research Vessel (RV) *Investigator* to explore the seamounts around Australia's Indian Ocean Territories (IOT). Led by voyage Chief Scientist Dr Tim O'Hara, a senior curator at Museums Victoria, this voyage will spend 45 days learning the secrets of these incredible ecosystems. The voyage will also include the first entirely underwater survey for BushBlitz, Australia's largest nature discovery program.

The expedition will provide critical research to help establish Australian Marine Parks in the IOT, around Christmas Island and the Cocos (Keeling) Islands. Australian Marine Parks are a key tool to conserve and protect marine habitats and species, while supporting sustainable social and economic use of the marine environment. The waters surrounding Christmas Island and Cocos (Keeling) Islands are important socially and economically to local communities and support incredible biodiversity, including whale sharks, marine turtles, coral reef species and thousands of seabirds. Plans to establish marine parks in the IOT will support a healthy marine environment and a vibrant local economy.

This isn't RV *Investigator's* first time exploring deep sea summits. It has a strong track record of mapping and exploring these ocean mountains, including describing a chain of never before mapped seamounts off Tasmania in 2018 and another 2018 voyage that discovered over 100 unnamed species on seamounts in and around the Tasman

Fracture (a 4km deep ocean trench off the south-west coast of Tasmania) and Huon Marine Park in south-eastern seas.

The upcoming winter voyage will focus on learning more about the Christmas Island Seamount Province. This area covers approximately 1 million square kilometres in the Indian Ocean, including Christmas Island and the Cocos (Keeling) Islands. Within this region, there are an estimated 50 large submerged peaks stretching up to about 4.5km above the seafloor. That makes these mountains twice the height of Mt Kosciuszko (2.2km tall) and 3.5 times Mt Wellington (1.27km)!

From the seamounts that have been explored, we know they serve as an oasis of life. These imposing structures create obstacles for ocean currents, often forcing nutrient rich water from the deep towards the surface, creating a fertile environment that supports a diverse range of marine life, and are a prime target for discovering new species. The rich biodiversity and number of endemic species (species that only live in a single location on Earth) already found on seamounts, have made seamounts the focus of ongoing research to understand these isolated biological 'hotspots', which are considered critical areas for biodiversity.

It is thought seamounts may also act as 'stepping stones' for marine life, although exactly how they are connected is still poorly understood. How unique is a community to an individual seamount? How many species are endemic to the Christmas Island Seamount Province? We still have lots to learn about these underwater summits and their inhabitants.

This voyage is a partnership between Museums Victoria, CSIRO, Australian Museum, Western Australian Museum, Bush Blitz, and Parks Australia, and is made possible by a grant of sea time on RV *Investigator* from the CSIRO Marine National Facility. BushBlitz is Australia's largest species discovery program and is a partnership between the Australian Government, BHP, and Earthwatch Australia dedicated to describing Australia's biodiversity. □



CSIRO Research Vessel (RV) *Investigator* Photo: Owen Foley/CSIRO

LEARN WITH US and follow along on BushBlitz social media and on the website!

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YouTube: <https://www.youtube.com/channel/UCMyO6JN9yxX4HQpfx6NjJhw>

Website: <https://bushblitz.org.au/>

Humpback whales break the surface in the Southern Ocean. The ocean is a big place, and life within it is patchy. Understanding how the communities on nearby seamounts interact and the role of seamounts in migratory species behaviour are both active areas of study. Photo: CSIRO



# A Seaman Telegraphist on submarine *AE1*

## Tasmania's first casualty of World War I — on Australia's first submarine

by Alan Leitch

Earlier this year while doing a volunteer shift at the MMT, I meet a couple from the mainland who were touring around the state and having a wonderful time. They could not speak more highly of Tassie as a tourist destination and of the friendliness of the people. The lady mentioned that she worked in a maritime museum on the mainland and was interested in the story of HMA submarine *AE1* which disappeared at the start of World War I.

One of the crew was from Tasmania, Seaman Telegraphist Cyril Lefroy Baker. When Baker joined the RAN as a 17-year-old recruit his ambition was to become a telegraphist. He served on HMAS *Protector* for two years to undergo training and in January 1913 he qualified to take on the rank of ordinary telegraphist. He joined *AE1* with the Volunteer Expeditionary Force and lost his life in New Guinea less than three months before his 22nd birthday. It is believed that Cyril was the first Tasmanian to die in WWI.

**THE E CLASS SUBMARINES *AE1* AND *AE2*,** launched in May 1913 in England, were commissioned in February 1914. They were the first of two E Class submarines built for the fledgling Royal Australian Navy manned by Royal Navy officers and with a mixed crew of sailors drawn from the RN and RAN. Both submarines sailed for Sydney after sea trials.

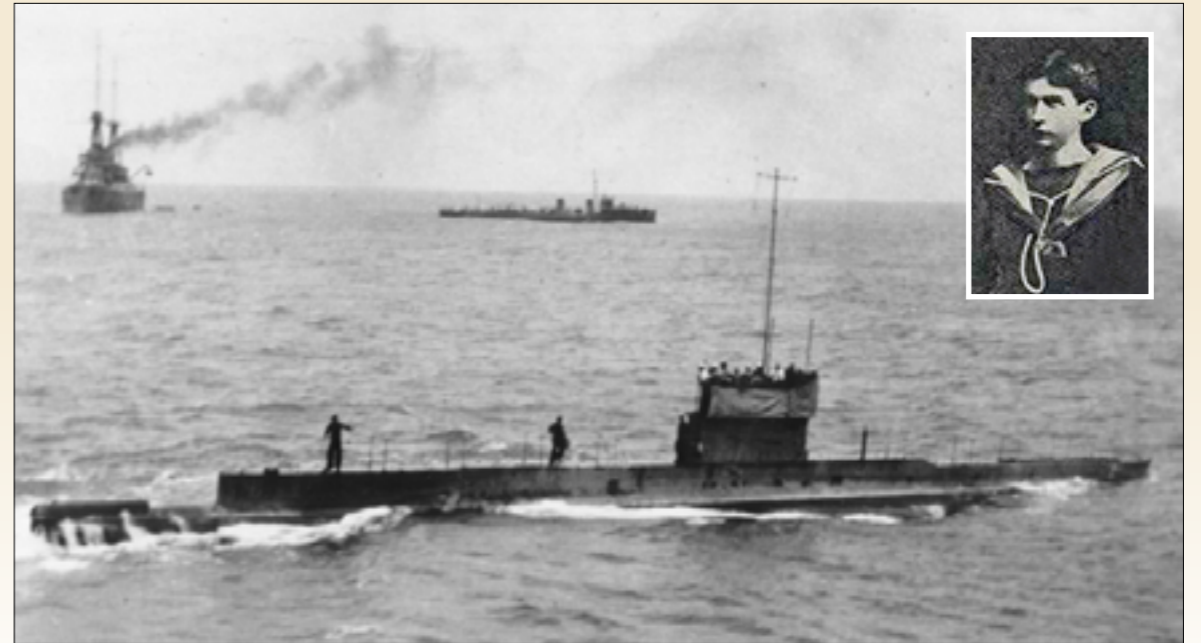
Just over two months later Britain was at war with Germany and, in support, so was Australia. *AE1* and *AE2* joined the naval force of the voluntary Australian Naval and Military Expeditionary Force, which was assigned to subdue the German Pacific colonies.

Both subs took part in the operations leading to the occupation of German New Guinea, including the surrender of the German Pacific Colonial headquarters at Rabaul.

In days following, the torpedo boat destroyer HMAS *Parramatta* steamed to a rendezvous with *AE1* to conduct a patrol. The two vessels met at 0800 and exchanged signals before proceeding to Cape Gazelle where they arrived at approximately 0900. Later in the day *Parramatta* had lost sight and radio contact with *AE1* so altered course and steamed in the direction it was last seen. No sign of *AE1* was found.



Image: Tasmanian Seafarers' Memorial, Triabunna, Tasmania



Last known image of *AE1*, 9 September 1914 with HMAS *Yarra* and HMAS *Australia* in the background  
Photo: Defence Image Gallery  
Inset: Telegraphist, Cyril Baker

*Parramatta* and HMAS *Yarra* were ordered to begin a search. The search widened over the next two days and a collection of ships' boats, steam pinnaces and small captured German vessels were employed on a detailed inspection of the coast of the Duke of York Islands and areas around northern New Britain. After three days no trace of the submarine or its crew could be found. The search was called off and the fleet dispersed to pursue other objectives.<sup>1</sup>

An inquiry concluded that the submarine most likely struck a submerged reef while diving and then sank in deep water. *AE1*'s loss exacted a terrible toll: the incident claimed the lives of three officers and 32 crew. It was the RAN's first wartime vessel loss, and would become Australia's most enduring naval mystery.

### 104 YEARS ON, HMA SUBMARINE *AE1* IS FOUND

It is not known what caused *AE1* to disappear without trace. Beyond the initial searches immediately after the submarine's disappearance, there were no concentrated efforts to locate the wreck of *AE1*. The first of several new searches was conducted in 1976 to establish its location.

In December 2017 a new search, using the vessel *Fugro Equator*, located the wreck of *AE1* in 300 metres of water off the Duke of York Island group.

On 21 December 2017 the Australian Government formally announced that the exact location of the wreck would not be publicly disclosed.

In April 2018, an expedition was conducted using the Research Vessel *Petrel* to perform a detailed Remotely Operated Vehicle (ROV) survey of the wreck of HMA submarine *AE1*. The ship's ROV, fitted with high-definition video and stills cameras, undertook a comprehensive, non-invasive inspection of the submarine, revealing new information. Over 8000 digital still images were collected during the survey and those images have been processed to generate a full photogrammetric 3D model of the entire wreck.

*AE1* was found resting upright on a largely flat, featureless sand/silt seabed and is almost completely exposed, with only the keel and the tip of a blade from each propeller buried in the surrounding silt. While the approximate aft half of the submarine is largely intact, hull sections forward of the fin have collapsed inwards as a consequence of a catastrophic implosion event. Specific activity areas within *AE1* devastated by implosion damage include the control room and forward torpedo compartment. Structural failure of the forward pressure hull has resulted in the fin collapsing and toppling forward into the remnants of the control room. The submarine's bow and stern torpedo tube caps were found to be either

partially or fully open, and that this appears to have been an intentional act carried out on the surface. Why the caps were open, and whether they contributed in some manner to the loss will likely never be known. Similarly, the reason that the ventilation valve was partially open as shown in some of the photos taken will probably never be explained, but it is fair to say that it was one of the root causes of the submarine's demise once it began to submerge on what would be its last dive. Despite efforts by the crew to recover—as evidenced by the positions of the hydroplanes—*AE1* was overwhelmed by the inflow of water through the ventilation valve and began to sink by the stern.

At an unknown depth, the forward pressure hull partially imploded, killing the crew instantly. The submarine continued its fatal dive until it struck the seabed stern first at a shallow angle, breaking off the skeg and rudder. The hull then pitched forward, breaking *AE1*'s back and possibly snapping off all four hydroplane guards. This violent movement also affected the

fin which, likely already weakened structurally during the implosion, began to topple forward into the control room.

So the final resting place of HMA submarine *AE1* and its crew had finally been found. While a definitive explanation of its sinking has not been determined, the finding of its final resting place has brought closure to a 100-year-old mystery and comfort to the surviving family members of the crew including the Tasmanian family of Seaman Telegraphist Cyril Lefroy Baker.

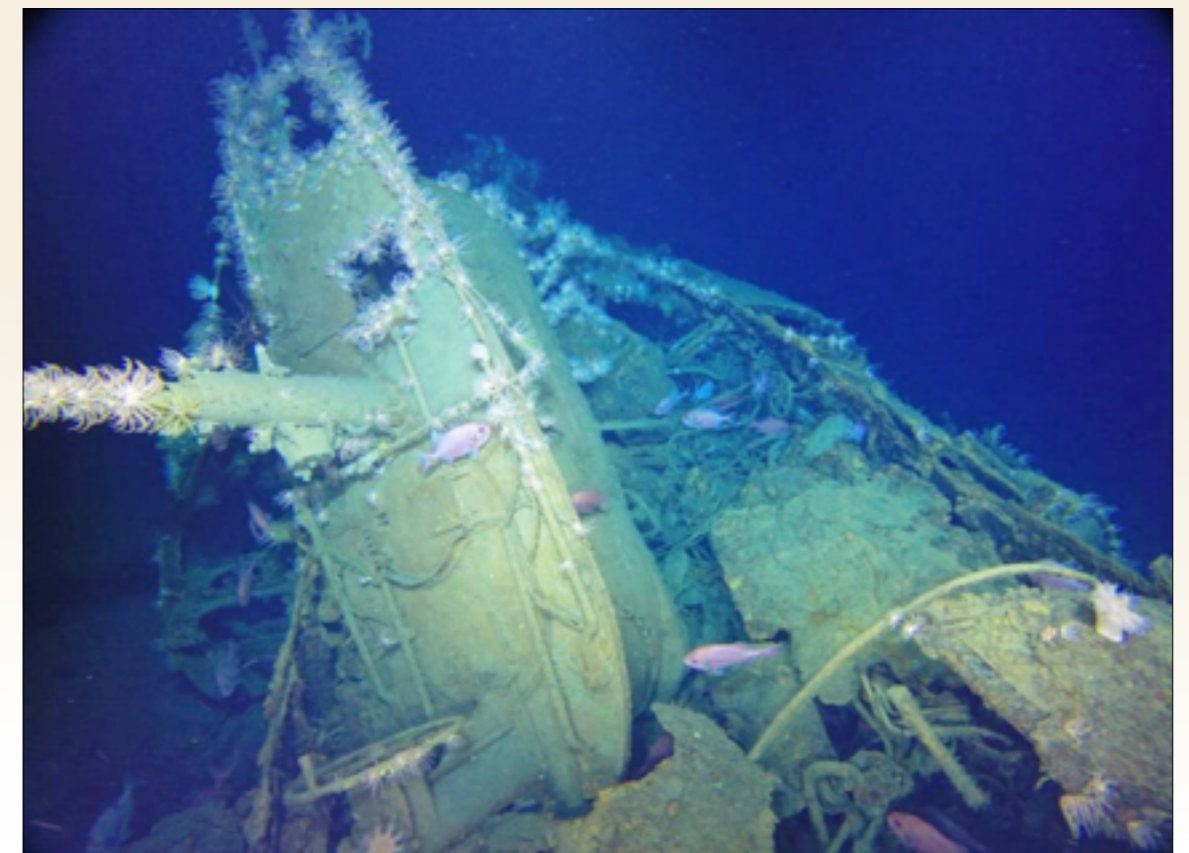
*AE1* descendants' convenor Ms Vera Ryan, niece of Engine Room Artificer 3rd Class Jack Messenger, expressed the heartfelt feelings of descendant family members. 'We felt that our men had been brought home, to be remembered with their shipmates, the men of *AE2*; to be united with them as the pioneers of the RAN Submarine Service; the men who established the traditions of RAN Submariners. It's a tradition of care for and of each other even beyond companionship,' she said. □

<sup>1</sup> Condensed version of 'HMAS *AE1* Lost at Sea: A World War One Maritime Tragedy' by Colin Denny. *Maritime Times of Tasmania* No 48 (2014).

[http://www.maritimetas.org/sites/all/files/maritime/maritime\\_times\\_issue\\_48\\_spring\\_2014.pdf](http://www.maritimetas.org/sites/all/files/maritime/maritime_times_issue_48_spring_2014.pdf)

Thanks and acknowledgement also to:

RAN Media Office; Australian National Maritime Museum, Sydney; Seafarers' Memorial, Triabunna; Wikipedia.



HMAS *AE1* Fin and implosion rubble over control room. Image courtesy of Paul G. Allen, Find *AE1*, ANMM and Curtin University © Navigea Ltd

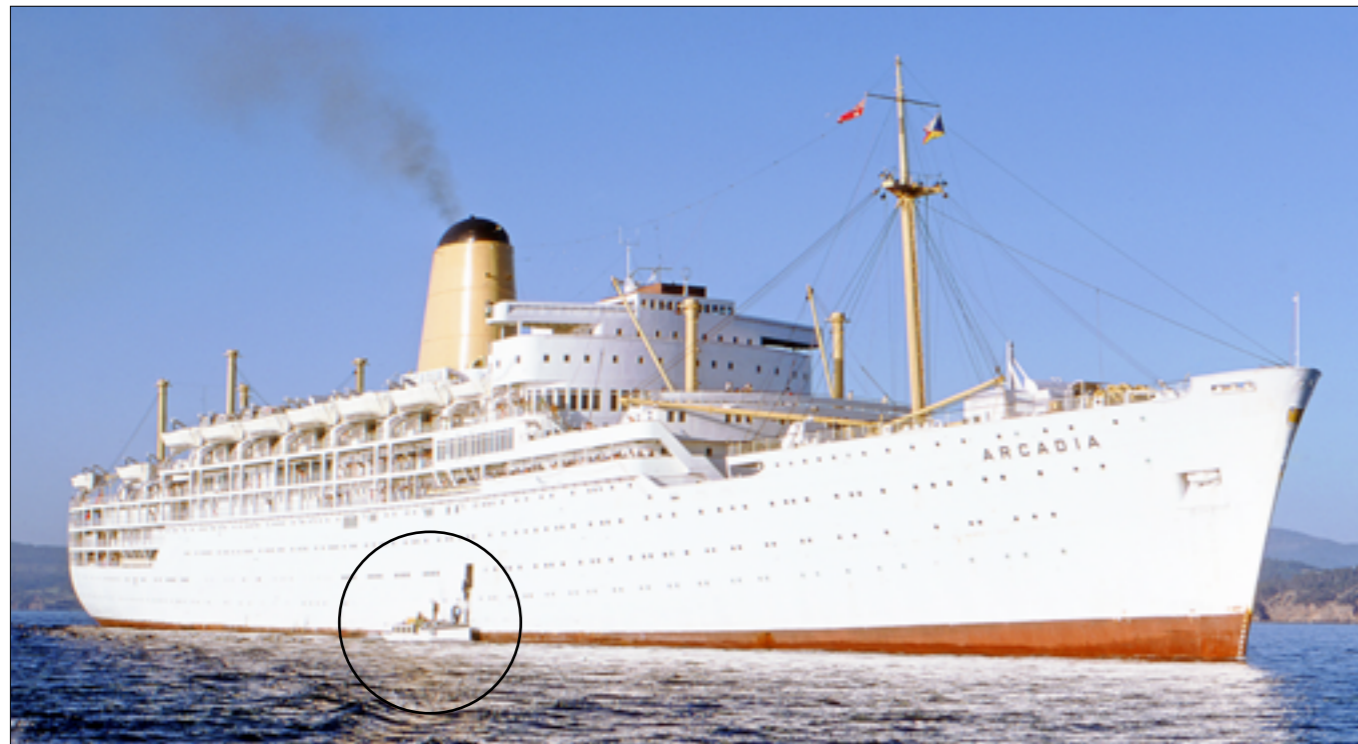
Facing page photo: Defence Image Gallery

Images this page: Australian National Maritime Museum

below: Interim full 3D model of the wreck of HMAS *AE1* port side.

3D model by Curtin University from footage courtesy of Vulcan Inc., Find *AE1*, ANMM and Curtin University. © Curtin University





*Arcadia* arriving in Hobart 15 December 1975, with customs activity circled.  
facing page: Customs officers boarding *Arcadia*, with *Mercury* photographer (in brown suit).

Photo: Kingsley Barr  
Photo: Rex Cox

## Customs Officer

### ‘Anything to declare?’

by Rex Cox

WITH THE END OF SCHOOLDAYS LOOMING toward the end of 1964, my chance attendance at a jobs seminar addressed by representatives of Commonwealth Government departments alerted me to the role of Customs, particularly in regards to overseas shipping and importation of goods. This sounded interesting enough for me to sit the selection test one morning and start work in a temporary capacity with the Department of Customs and Excise that afternoon. That’s how it was in those days, you had to work hard to be unemployed! Once the (fortunately, satisfactory) test result came through I was offered a permanent position in the 3rd Division of the Commonwealth Public Service and began a career that was to last nearly 35 years.

I soon learnt that the organisation I had joined (still referred to as ‘H.M. Customs’) was largely clerical in nature and would have been recognisable in parts to the English poet Geoffrey Chaucer, who was a Comptroller of Customs in London 1374–86. My first job was in the Invoice Room, where importers (or, more generally, their licensed Customs agents<sup>1</sup>) came to clear cargo after payment of import duty and sales tax. We still had direct shipping from the

UK, the Continent, Japan, Hong Kong, USA and New Zealand; containerisation was a few years down the track. Protective tariffs were imposed on many goods entering Australia, if they were likely to compete with Australian manufacturers, while others were purely revenue raisers. Rates varied according to the origin of the goods: preferential treatment for the UK and Commonwealth countries and a range of other preferences for ‘developing countries’ or to honour specific agreements. There was quite a bit of money involved; exactly how much depended on the classification of goods in the Customs Tariff. Naturally, the importer or agent would attempt to classify at the lowest possible rate, while those on the other side of the desk would be looking for the biggest return to their employer. This gave rise to some pretty good arguments at times, and as a junior officer I was able to listen in from the side lines.

Besides the Customs Entry Forms lodged by the importer/agent there was also traditional shipping documentation like the ship’s manifest and the bills of lading from which it was compiled. A year later I was sent out to the ‘pointy end’ on the waterfront, as an assistant sharing a small office

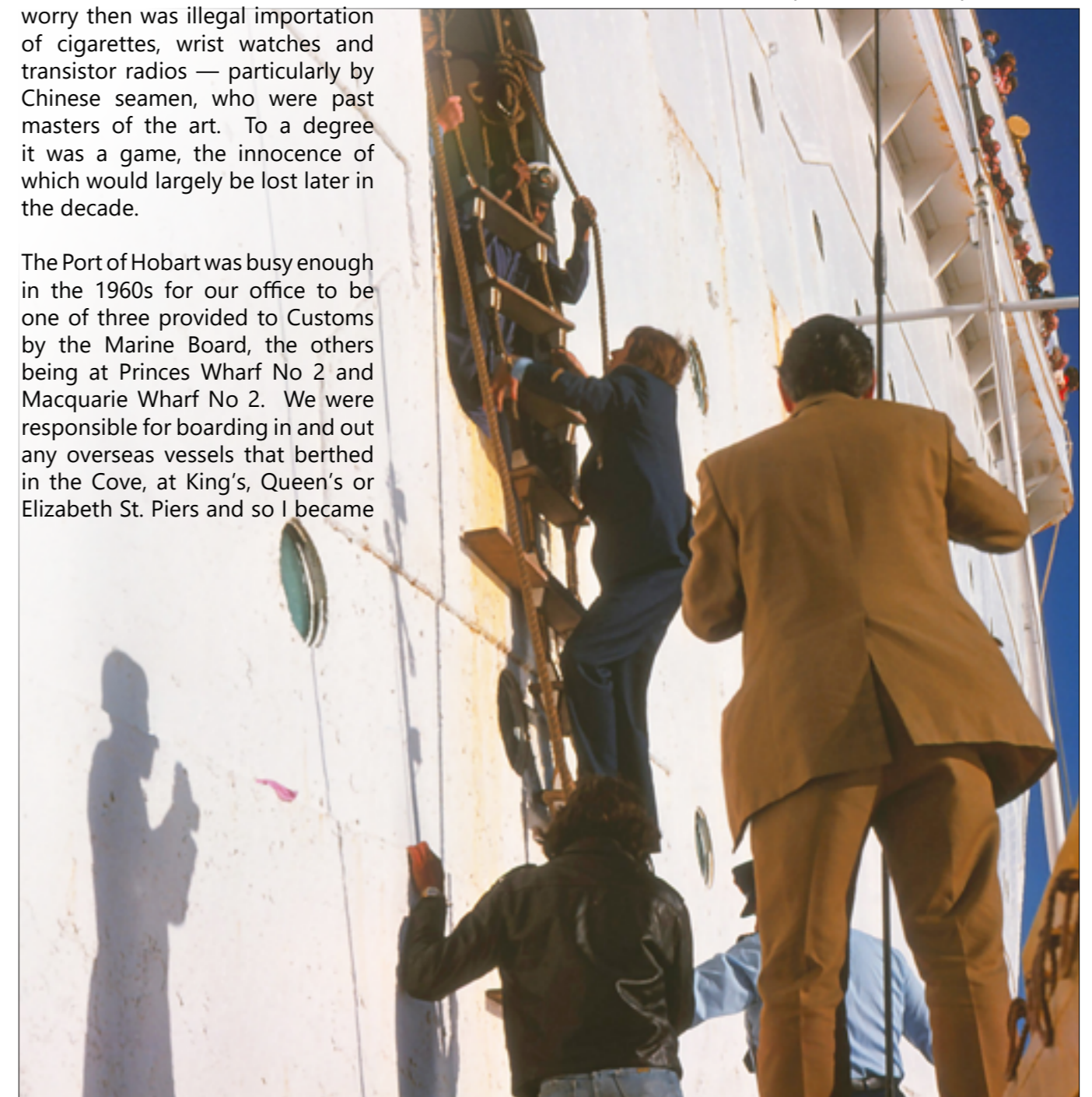
at the entrance to King’s Pier shed with my boss, the Wharf Examining Officer. Here we had to check the marks and numbers on cargo in the shed against the manifest and write it off as the paid (Warranted) Customs Entries were presented and the cargo cleared. Sometimes, due to a lack of documentation or uncertainty about classification, we had to physically examine the cargo and thus became quite adept at opening wooden and cardboard packing cases of all shapes and sizes, using the official issue claw hammer and crowbar. Prohibited imports (of which there were many, ranging from Playboy magazines to flick knives) added a bit of colour to proceedings.

Narcotics were on the horizon, but our main worry then was illegal importation of cigarettes, wrist watches and transistor radios — particularly by Chinese seamen, who were past masters of the art. To a degree it was a game, the innocence of which would largely be lost later in the decade.

The Port of Hobart was busy enough in the 1960s for our office to be one of three provided to Customs by the Marine Board, the others being at Princes Wharf No 2 and Macquarie Wharf No 2. We were responsible for boarding in and out any overseas vessels that berthed in the Cove, at King’s, Queen’s or Elizabeth St. Piers and so I became

familiar with loading lists for outward cargoes, crew lists, Ship’s Articles, and the all-important Customs Clearance, only granted to a Master once all legislative obligations had been met. Increasing numbers of Japanese long-line trawlers were calling at Hobart for supplies and sometimes repairs, and one had just cast off from North Kings Pier when my boss noticed the Clearance still sitting on his desk. He put in a commendable turn of speed as he ran down the pier, waving that vital piece of paper at the rapidly departing trawler while the crew—obviously thinking that he was just being friendly—waved back!

Most of the ships that we dealt with were intermediates, i.e. they had previously called at





another Australian port, so boarding inwards could be done in comfort once they berthed. The 'first porters' arriving direct from overseas still had to be boarded in the stream, which could be interesting depending on the weather.

Cowles' launch *Aloha* was hired for the purpose, and it also took Quarantine and Health officials out to the vessel. This practice was phased out in the following decade, and the photo on the previous page of officers boarding *Arcadia* on arrival from New Zealand during a 1975 cruise probably records one of the last occasions it was regularly done in Hobart. The job was eased by shipboard hospitality, which on at least one occasion was almost our undoing. We had lingered overly long with the Chief Steward of *Fremantle Star*, about to sail for Albany after loading fruit at Elizabeth Street Pier, and emerged from his cabin to find the gangway raised and the crew at their stations, about to let the lines go. Fortunately, they lowered the gangway for us, though somewhat grudgingly I felt. The alternative, a sea passage to WA, might have been hard to explain to our local chief, the Collector of Customs—or to my parents, for that matter!

I had another couple of enjoyable years on the waterfront, interspersed with clerical stints in the Customs House. One of the latter jobs was Clearing Clerk, which involved receiving all the documentation for both inwards and outwards vessel from the ship's agent<sup>2</sup>, issuing the clearances and forwarding the papers to the wharf staff. There

were also loading lists to be acquitted by export entries (levies were charged on goods leaving the country, though they were nominal compared to the massive tariffs on imports). The Clearing Clerk was also the Tasmanian representative of the Registrar of British Ships. Local vessels, including *May Queen*, had their names, owners and other details entered in a handwritten (pen and ink only, thank you) register of Dickensian proportions, with changes notified to the Registrar in Cardiff by air letter. Woe betide if you made a mistake; corrections had to be approved by Cardiff and written up in red ink! It truly was another world.

This pleasant early part of my career came to a rather abrupt end in mid-1969 when National Service beckoned. I returned two years later to a changing organisation, where the hands-on activity of the past was giving way to random checks and documentary controls, heralding the early computers introduced by Customs in 1972. □

<sup>1</sup> The principal Licensed Customs Agents in Hobart ca 1965 were employed by FH Stephens, F Hammond, Wm Holyman & Sons, Edwards & Co. and F Moore. The University of Tasmania also had its own licensed agent.

<sup>2</sup> Shipping agents in Hobart ca 1965 included Union SS Co., McIlwraith McEacharn (both shipowners as well), H Jones & Co., C Piesse & Co., WD Peacock, Macfarlane Bros., AG Webster, Wm Crosby and Gibbs, Bright.



A Customs Officer at work, Hobart, 1976

## in the museum

Two of the items in the MMT Collections representing lighthouse keeping. Other maritime occupations represented include those on pages 5–6.



Photograph of lighthouse staff on Tasman Island  
MMT Collection P\_2016-0146

top: Kitson kerosene lamp, ex Low Head Lighthouse  
MMT Collection A\_2004-069

## member's award



Our 'knot so hard' contributor, Frank Charles Brown, has recently been awarded the International Guild of Knot Tyers' President's Cup for his work over many years promoting knot tying to a wider audience. On the desk by Frank's right hand is his President's Cup. The actual, much larger, Cup is kept in England. Photo supplied by FCB

## knot so hard

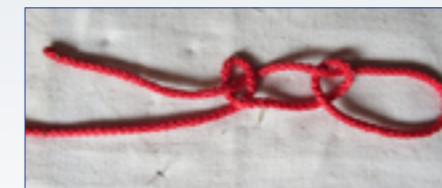
a series by Frank Charles Brown

### No 58 Monsoon Bowline

When I found this knot on the Notable Knot Index, I thought it looked interesting and liked the name. I found it a bit cumbersome to tie but I have no doubt it is a very stable knot as it was not easily untied. I tried it out using some particularly slippery, flexible string and it locked down very firmly. I suspect it would be pretty stable with monofilament but have not tested that material. Many readers will note that this knot is actually a developed Water Bowline.



1—Begin by passing the Working End through a loop.



2—Repeat - pass the Working End through another loop.



3—Take Working End around the Standing Part and back through loops.



4—Working End is led back through the loop.

Note: Working End has been kept short for the photos and needs to be somewhat longer when one is tying the knot.



5— The knot is then worked down to take in all the slack.

DURING NATIONAL CAREERS WEEK, the Career Counsellor at Good Shepherd Lutheran College in Noosaville saw a Naval Shipbuilding College (NSC) webinar promoted by the Career Industry Council of Australia.

Naval shipbuilding struck her as a unique industry and she organised a viewing session for her students. 'I saw an opportunity to expand the students' minds from what they traditionally saw as engineering—civil engineering, building bridges or roads for example. And the NSC webinar was easily accessible and could be watched on-demand, which really helped,' she explained.

One of the students, Terence Gawthorn (right) couldn't join the session, but decided to watch the webinar in his own time. He realised he'd found his calling, and he immediately joined the NSC's Workforce Register. One of the NSC's Candidate Engagement Consultants outlined three study options for Terence that would combine his love of the ocean with his passion for design, construction and engineering. After careful consideration, he chose the Australian Maritime College (AMC) for their internationally acclaimed courses and facilities.

He attended a tour of the AMC campus, and said 'the facilities and personalised interactions with lecturers are world class. Some of the facilities, such as the model test basin, towing tank and cavitation research laboratory, are one of only a few in the world.'

Terence made the move from the Sunshine Coast to the Apple Isle to commence studying a Bachelor of Maritime Engineering (Marine and Offshore Engineering) with Honours at the University of Tasmania's specialist institute, the Australian Maritime College (AMC).

AMC also offers numerous scholarships and bursaries to make studying easier, and AMC helped Terence to source accommodation, making the big move that bit easier—another reason Terence chose to study there.

'Aligning my future with Australia's Naval Shipbuilding Industry ticks all the boxes,' he said. 'I see myself working for a shipbuilding company designing vessels. I am passionate about having



## MARITIME ENGINEERING a chosen occupation

an impact on the world in a way in which people can find use in what I have created.'

Terence was invited back to his high school in Noosaville to talk to Year 11 students about his career move—to inspire others to be brave, bold and follow their dreams. Terence encourages all students to consider a career in naval shipbuilding.

'There are vast amounts of opportunities waiting for people in Australia's Naval Shipbuilding Industry. There is also plenty of support for people undertaking studies in the maritime sector—and organisations such as the NSC are here to help you get there.'

To find out more about the job opportunities in Australia's Naval Shipbuilding Industry, please join the Naval Shipbuilding College's national workforce register:

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

AMC coastal seafaring students undertaking hands-on training at Beauty Point Photo: Melanie deRuyter/UTAS



## AMC News

**AUSTRALIAN MARITIME COLLEGE** offers a range of courses leading to rewarding careers in maritime occupations, including:

Coast Guard or Customs Official,  
Marine and Technical Surveyor,  
Shipping Agent, International Trade,  
Vessel Design, Operations Management,  
Dry Dock Engineer, Cargo Supervisor,  
Quarantine Official, and more.

AMC's flagship training vessel *Bluefin*  
Photos supplied by AMC



### OCEAN, MARITIME & OFFSHORE ENGINEER

Design, build, support and maintain the huge range of structures and machines that make up the maritime industry. This includes developing next-generation renewable energy by harnessing the power of waves and the tides, building ports and harbours, and exploring the ocean's depths.



[www.amc.edu.au](http://www.amc.edu.au)

### NAVAL ARCHITECT

Design the largest and most complex machines on Earth. From luxury yachts and cruise liners, to the future of autonomous shipping, to Australia's next generation naval fleet. This study option is also an excellent gateway to a career in government in the areas of commercial shipping, transport policy and administration.

### GLOBAL LOGISTICS PROFESSIONAL & MARITIME BUSINESS

Ninety per cent of world trade is sent via the oceans, and it takes specialist skills to manage this vast industry. Maritime business and global logistics professionals are in demand around the world, and careers extend beyond the ports to policy, finance and insurance, and national security and customs.

### OCEAN SEAFARING

Work on all types of international merchant vessels, like cruise ships, tankers, and cargo carriers in one of two key career pathways: as a Navigation Officer in control of the navigational operation and management, or as a marine engineer or marine electrical engineer ensuring the safe, ongoing operation of large and complex machinery.

### COASTAL SEAFARING & MARITIME OPERATIONS

Coastal Seafarers are hands on, dynamic, highly mobile and skilled professionals with many career opportunities in maritime operations and coastal seafaring. You could be working with tourism charter boats, commercial fishing or trading vessels, or helping feed the world as part of the sustainable aquaculture industry.



# Lecturer on an Antarctic cruise ship

by Ursula Rack

‘The ship was my home and my workplace for two months.’

MANY CRUISE SHIPS VISIT THE ANTARCTIC Peninsula which has a rich history and is a great place to observe the abundance of wildlife. When I was asked if I would be interested in giving lectures onboard, as a professional historian I eagerly accepted the offer.

## Training

Prior to departure, we spent a few days in Nelson, in the north of the South Island of New Zealand, for instructions and preparation, e.g. fire training, first aid, personal security, and safety on the ship. Then there were more tests and training before we were allowed on board.

Apart from lecturing, duties included maintaining a Bulletin Board for guests, ensuring that the strict procedures for landing were followed, preparing reports and recaps, being responsible for the health and safety of the guests, answering their questions, and helping with the onboard games and entertainment to ensure that all travellers had the best experience on the trip.

## Shipboard routines

From the point of departure,—in my case from Ushuaia, Argentina—while on the way to the Antarctic or sub-Antarctic Islands, we had ship days when lecturers gave presentations. They were all specialists in their fields. Naturalists, geologists, biologists and whale experts, to name only a few, spoke about the wildlife, climate change, snow and ice conditions and much more. Giving lectures is always exciting. I have a repertoire of eleven lectures,

usually prepared before boarding. The audience was always surprised how many nations explored the Antarctic and how scientific, political, and economic issues still play a big part in this region.

We had a roster for hosting guests in the ship's restaurants. Expedition staff could be invited by guests to dine with them. It is amazing how many interesting people I met that way. After dinner came the entertainment and games, which I was often involved in.

After a long day ashore, it was good to retire to the cabin. Expedition staff shared comfortable two-berth cabins which were former guest cabins. We could relax, prepare a recap after a landing event, and regain energy. At other times we could fine-tune a lecture or prepare for the next adventure.

## Landings

Landings were undertaken in a Zodiac from the ship to the shore. These events are work intensive but always very exciting. That is when I can talk to people about the history of the place they will see. Our responsibility at the landings is the health and safety of the guests and we assist them when they explore the place. Sometimes, landings are not possible. This is an opportunity to make Zodiac tours. As well as the history, I can give information on the landscape, snow and ice, or the wildlife. We have to be very flexible and must know about each place we visit. For this there are landing reports, which we have to study before we start the event.

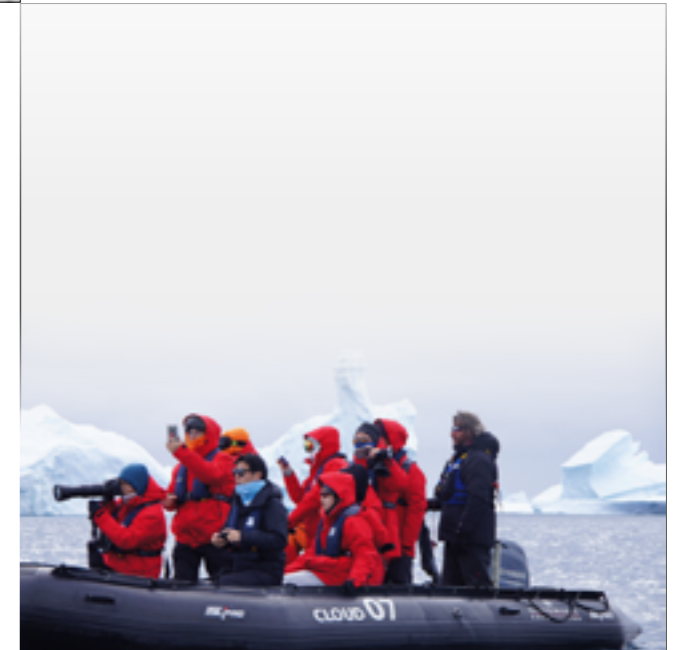


## < Our survival bags

These bags had to be taken with us when we made a landing. The flags were used to guide the guests on a safe path to wildlife places and for hiking tours. We must operate according to the International Association of Antarctic Tour Operators (IAATO) regulations when it comes to wildlife and activities at landing sites. IAATO works within the Protocol on Environmental Protection to the Antarctic Treaty.

## Zodiac tours >

I am not a Zodiac driver yet, so my role was one of an assistant: to keep the conversation going and to tell stories about the significance of the place in a historical context and sometimes there are entertaining yarns to spin. However, most of the time, I explained the name of an area or special spot such as Neko Harbour, where a whaling company with a ship named *Neko* was based. The Antarctic has lots of stories to offer. To share these stories with the guests and to explain the significance of places was the best part of my work. When I had a moment for myself, I enjoyed the sights of beautiful icebergs and wildlife.



## < Life vests

Health and safety regulations for the use of the Zodiac are very precise. Everybody must wear a life vest when entering the Zodiac. On shore all guests take off the life vests, which we collect in these blue bins. When they are about to return to the ship, they each take a life vest from the bin. It's a good check. If there is a life vest left, we must search for the missing guest—but that has not happened so far.

MMT member, Dr Ursula Rack, with the life vests on Half Moon Island, Antarctic Peninsula

*continued on the next page*



### < Bulletin Board

One of my responsibilities was to update the information on this board, for the guests. Notices could be about weather, wildlife that might be seen, the geology in the area, how to identify the rocks, and other items of interest.

In January 2020, we visited South Georgia. Before landing on the island, everything on the ship had to be inspected and cleaned. All boots of guests and staff who were involved in the visit, were cleaned thoroughly. With paper clips, we removed every speck from the sole. We inspected the boots four times and found each time hidden seeds or a bit of mud. Jackets and camera bags were also cleaned and each possible seed had to be removed from the Velcro. We passed with flying colours and were allowed to land. Shackleton's grave, a museum and relics from the whaling industry were highlights here, so I told stories about explorers and about the whalers and their families who had lived in this wonderful but dangerous place.

As expedition staff, we had many responsibilities but there were also privileges. We looked after the guests' well-being, entertained them, and shared information for a better understanding of Antarctic matters. We could dine with them, encourage them to take part in the entertaining activities and participate with them in the event. Some guests invited me for dinner or to the bar because they wanted to continue a conversation or hear all kinds of stories. Sometimes that resulted in a long day and we still had to write our reports and prepare for an early start the next day, but it is very rewarding work. It is a privilege to see the Antarctic with all its wonders and dangers and I hope to continue with this work. □

### < Expedition staff desk

Here we found information related to the journey to answer the guests' questions, and here too we studied landing instructions and wrote our reports.

### Guiding and giving talks

After each landing, we gave recaps, at the evening function. These five-minute presentations about the day's events highlighted important information and made it easier for the guests to relate to the places they had seen during the day. Information regarding the next day's program was also provided then.

When the viewing deck was open for guests, we were always there with them to answer questions and to point out special landmarks or sights, such as a seal resting on an ice floe.

Once, I gave a talk on 'Women in the Antarctic'. It was fascinating that more male guests than women attended the presentation and the discussion afterwards was very inspiring.



Tahunanui Beach

### postcard from Nelson NZ

Winter Paddleboarding  
Tahunanui Beach, Nelson NZ  
Photo: nelsontasman.nz

— POST CARD —



*Snow on the Alps but wonderful winter sunshine here. Hope we will see you soon. There's heaps to do apart from paddleboarding, kayaking, fishing, tramping, etc. We'd like to try the Great Taste Cycle Trail when you visit – or part of it anyway, especially the part that winds around the coastline – and we're not far from the Abel Tasman National Park. Lots of art and music too.*

*You know we're the Centre of New Zealand, don't you? We can take you up Botanical Hill where there is a monument for the central survey point. And you might be interested in the shipping activity at Port Nelson. Lots more. Let us know when you can book a flight. We'll make plans. Till then, take care ... best wishes from*

Jack and Kaia

TO: THE EDITOR

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

Tokangawhā or Split Apple Rock, a granite boulder in Tasman Bay north of Nelson.



## notes from the curator

by Annalise Rees

### Tasmania's maritime architecture

I'VE ALWAYS HAD AN INTEREST IN ARCHITECTURE and particularly love old sheds. Spending time looking and listening in these spaces, got me thinking about the role of architecture in keeping traditions alive.

Recently, I participated in the Maritime Trail as part of the pop-up Australian Wooden Boat Festival. I took the opportunity to visit some of my local boatyards around Cygnet. Many times I have passed the sheds with curious wonder. The Trail offered a wonderful chance to see what goes on behind the weathered and ramshackle exteriors. Over the course of the day I was shown through Sweeney's Shed, Bale & Bale, and finally, Wilson's Boatyard. All provided special small-group experiences sharing personal stories about the history of the buildings, the people who have worked in them and the various projects and activities that have kept the sheds occupied for years. It was marvellous to see inside the sheds which revealed dusty treasures with intriguing stories.

#### Wilson's Boatyard

The last shed I visited was Wilson's Boatyard. As I pulled up in the car I was acutely aware of the hallowed ground I was about to step on and I was subsequently excited to venture into the shed to take a closer look. Delightfully shambolic in appearance, the shed's patchwork was a mish mash of timber, galvanised iron and alsynite in varying shades of grey, green, brown and rust. The layers spoke to years of boatbuilding, years of people's lives, their handiwork, stories and dreams accumulated like the wood shavings on the floor.

Michael Wilson, whose family has been associated with the yard for generations, greeted us. Michael spoke of the shed's history and his memories of it. The shed we were standing in was erected ca 1968 with perhaps three prior iterations on the site. The boatyard saw the crafting of many beautiful timber vessels including *Jofranda* and *Huon Hunter* whose names were chalked on the rafters: a tradition marking the completion of a build. As Michael was talking my gaze moved upward and I spied Enchanted and Cascade faintly visible just above my head. I imagined reaching up, just as one of the boatbuilders had once done, and touching the letters. The chalky residue would leave its mark on my fingertip, but I resisted, knowing that to do so would dislodge and remove the chalk, erasing not

### ... part of our heritage

just a name, but also a memory and tradition kept alive for generations. Thoughts of the chalk stayed with me, however: its humbleness, impermanence and vulnerable defiance—a celebratory graffiti—a momentary reminder of hours spent building and crafting, talking and sweating, of tides rising and falling.

At the completion of Michael's presentation, it was apparent that we were in fact very lucky to see the shed. He announced that the old shed would be demolished within the fortnight. A demolition order had been issued by the council after a neighbour's complaint about the structure being an 'eyesore'.

I wandered through the shed looking at various tools and equipment among vessels under construction. Years of wood shavings and sawdust coated every horizontal surface. The smell of Huon pine wafted into the air as my feet stirred the blanketed floor. I noticed how time and human hands had etched their presence into the place. Scuffs alongside well-worn patches, polished from repetitive actions, marked the development and sharing of skills, knowledge and craftsmanship. It made me sad to think that I was one of the last few people to notice these marks of industry and history.

Following Michael, current lessee of Wilson's Boatyard John Alexander showed us through the new shed erected next door. John took over the lease in 2017 from Michael and to honour the family's legacy kept on the Wilson name. John will continue to construct wooden boats on the site combining traditional techniques with the use of new materials and processes with an aim to be the 'builder of choice for fine wooden boats in Australia'. The new shed, designed to accommodate a variety of craft was erected in 2020 and features a removable floor, mezzanine, multiple access points and is fully insulated. It too looks out over the beautiful Kangaroo Bay and hills surrounding Cygnet.

In a later discussion, John spoke of the importance of being on the waterfront. He emphasised that being connected to the environment, close to nature, in touch with the weather and the water was integral. He stressed that working in negotiation with the elements that the end product you are making (the vessel) will have to deal with is paramount. To John, living and working in harmony with nature as well as connecting to traditional boat



The new shed combines old and new, keeping boatbuilding traditions alive by combining technologies and improving processes.

facing page: After providing shelter for years of boatbuilding, the old shed was a patchwork of timber, galvanised iron and alsynite in shades of grey, green, brown and rust.  
Photos: Annalise Rees 2021

Being on the waterfront, the shed offers an awareness of and a connection to the environment to which the boats will be introduced.



building, where yards and slips were always located on the water was all part of the ethos. I admired John's take on things and it made me think more about what our collective responsibility is to these sites and to those who have come before: to keep memories alive, uphold traditions, value skills and knowledge and document and record histories.

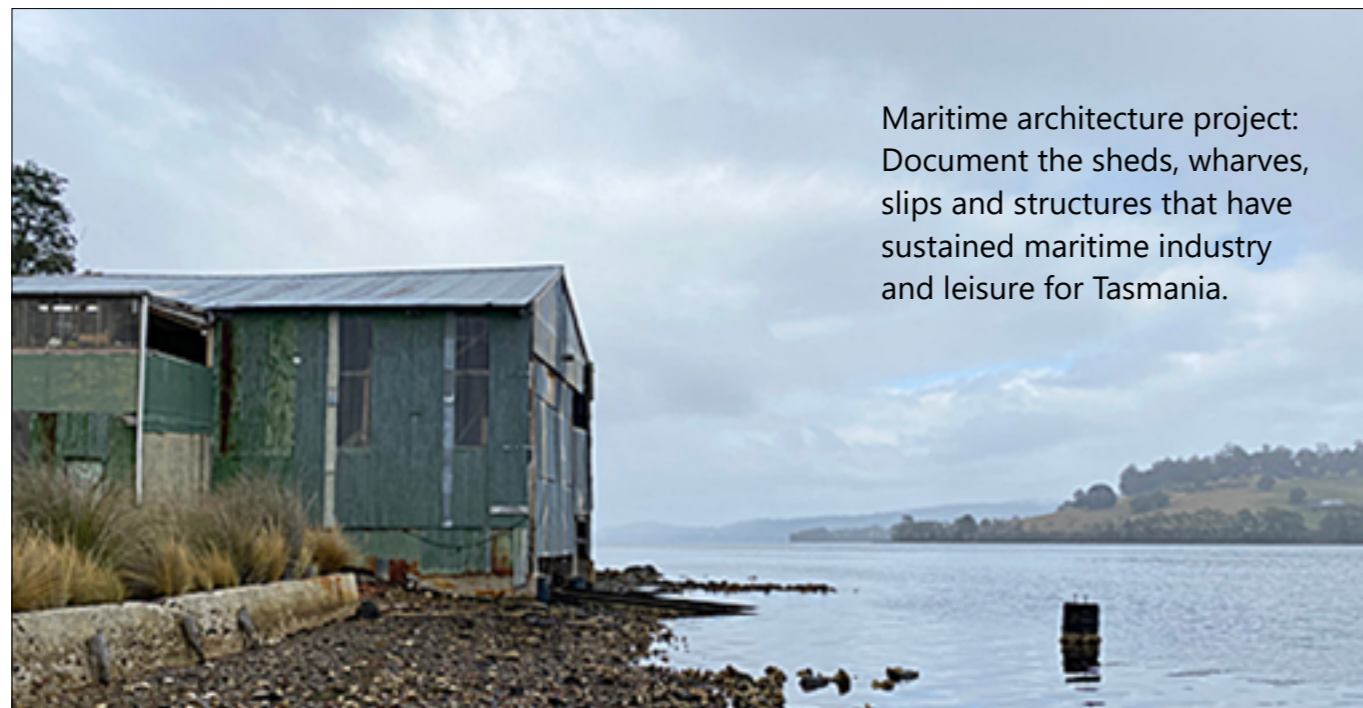
Wilson's Boatyard is a meeting point between people and place. It's a space where not only boats have been built but where people, through the generations have connected to each other and their environment via the honing and transfer of skills and knowledge. This understanding of materials, weather and environment practiced through the crafting of fine wooden vessels is part of Tasmania's cultural heritage. Providing a space for the preservation and perpetuation of crafts and skills associated with craftsmanship isn't about sentimental or romantic notions of ideas and objects long forgotten. It's about maintaining and valuing the practices, traditions, skills and knowledge that connect us to the places we inhabit.

We don't value what we can't connect to, and visibility is a huge part of establishing emotional linkages. It is even harder to retain skills and knowledge when the spaces that enable such skills and knowledge to be practiced and shared are lost. In maritime circles we frequently focus on vessels.

It is time we also recognise that the spaces where such vessels are built are equally notable.

Tasmania's maritime architecture is in dire need of attention before more of it disappears from view and with that the skills, knowledge and craftsmanship that not only produce beautiful wooden craft, but more importantly define who we are and where we come from. Maintaining spaces to practice, share skills, pass on knowledge and develop techniques is a fundamentally important part of sustaining our maritime heritage. Spaces to craft, to perfect, to practice, to innovate, to spend time. Places where being and doing coincide to give meaning to our lives, establish a sense of place and a sense of self. Recognising that these types of spaces resonate with human activity and stories demonstrates how history informs our way forward into the future. We either learn from our history or we forget it and, with that, lose a sense of ourselves in the world. □

Thank you to John Alexander, Michael and Peter Wilson and the Australian Wooden Boat Festival Maritime Trail for providing experiences and conversations that sparked this article.



Maritime architecture project: Document the sheds, wharves, slips and structures that have sustained maritime industry and leisure for Tasmania.

A cancelled 2021 festival, an on-water Parade of Sail with over 120 wooden boats registered and an entirely new state-wide event, the Maritime Trail; it would be fair to say the organisers at the Australian Wooden Boat Festival have been busy! After the events of 2020, the AWBF thought it would have to wait until 2023 to present a festival to the Australian public. But through persistence and determination, the two smaller events created were a huge success, particularly the Maritime Trail.

In the lead up to the event we had many callers enquiring about pre-sale tickets and many people getting in touch to say they had already purchased their plane tickets and booked their accommodation. We have just finalised our post-event report and are happy to say that in four weeks 797 tickets were issued, 27.78% of patrons surveyed were not from Tasmania, 21.21% of those not residing in Tasmania stayed for more than eight nights and spent time and money in other less frequented regions and 100% of those surveyed said the Maritime Trail was good or better than good.\* I think that means we can officially say the event was a success. We are lucky to have been able to present this event to not only Tasmanians but to nearly all Australians.

The idea was initially floated to get locals out and about again after the Covid-19 pandemic. Museums in the north of the state wanted to get involved, and the opportunity came up to include a sawmill in the west. We wanted to be able to give back to the wooden boat community that usually comes together for the AWBF. It's the community that creates the wonderful festival we have.

Although tickets were limited, nearly every event was sold out and despite the unfavourable weather conditions most events went ahead. Typical Tasmanian weather though! The event wrapped up late Sunday night and the emails and calls started coming in. Nothing but praise from far and wide.

So, all of us at the Australian Wooden Boat Festival would like to thank all of the people, community groups and associations that participated, whether it be as a visitor or an operator. We are excited to start planning for the 2023 festival and really look forward to bringing the AWBF to you all again, hopefully bigger and better than ever.

—Bella Laughton-Clark

\*Survey conducted post Maritime Trail event by AWBF

# AUSTRALIAN WOODEN BOAT FESTIVAL



Colin Grazules at Cygnet Wooden Boats showing visitors around during one of the Maritime Trail tours, Cygnet

## ON THE MARITIME TRAIL WITH AWBF

Matt Morris at Dave's Shed showing visitors his wooden boat design on one of the Maritime Trail tours, Glen Huon Images: AWBF / Island Image Photography



Don't forget to watch the highlight reel from the Maritime Trail 2021 on our website too!

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

# ship spotter

by Rex Cox



Liekut



main photo: *Liekut* at Melbourne 28 March 2021  
Photo: Dale E Crisp

above: *Searoad Tamar*, inbound Devonport, 8 December 2017  
Photo: Dale E Crisp

below: *Searoad Tamar* and *Anangel Venture* Bell Bay, 23 June 1995  
Photo: Kingsley Barr



RECENT WITHDRAWAL of *Searoad Tamar* (13 697/1991) from the Devonport–Melbourne run has severed one of the few remaining connections with the ‘old’ Australian National line (ANL), sold to overseas interests about 23 years ago. It was the final ship built by Carrington Slipways at Newcastle (they had delivered *Aurora Australis* the previous year) and also the last large cargo vessel completed anywhere in Australia for coastal trading.

Seen in most Tasmanian ports during a long career on the coast, it originally operated between Melbourne and Bell Bay and also ran with *Bass Trader* (6374/1976) on the Hobart–Melbourne service 1993–96, continuing alone until that service ended in September 1998 after nearly 150 years of operation by steamers and motor ships. From then on *Searoad Tamar* ran mainly from Devonport across Bass Strait for various owners, latterly the Tasmanian company SeaRoad Shipping Pty Ltd.

Replacement vessel MV *Liekut* (32 887/2020) represents a considerable increase in cargo capacity. It has been chartered from Polish owners and will serve until a new ship similar to *Searoad Mersey II* (25 409/2016) is delivered in 2023. German built, and formerly under the Maltese flag, *Liekut* has now adopted Australian registry with PoR Devonport. The name, incidentally, means ‘straight ahead’ in Low German, a language spoken in areas near the North and Baltic Seas. □

THOSE WHO DON'T FREQUENT THE MUSEUM might not know that, sometime ago, I was given the exalted rank of Cabin Boy. So, what more fitting maritime occupation should I explore than that of cabin boys through history?

The Oxford Dictionary's definition for ‘cabin boy’ goes thus: ‘A boy employed to wait on a ship's officers or passengers.’ Cabin boys helped prepare food in the galley, carried meals, served the officers in their quarters as well as carrying messages, cleaned decks and were even sent aloft. During the 18th and 19th Centuries, merchant ships and naval vessels would sign on boys as young as seven or eight. On a man o'war, boys could also be used as ‘powder monkeys’ bringing gunpowder to the cannons. Such lads usually came from poor families, were orphans or runaways. At least onboard ship they had a place to sleep and food to eat, even if they could also be killed in wartime! Looking through the Museum's collection, I came across some notable mariners who started their careers as cabin boys.

John Evans (right) started as cabin boy on his father's vessel, *Helen*. At 19, he became second mate on *Harriet McGregor* before transferring to steam and captaining a number of vessels. He lost his job after two of his vessels, *SS Tasman* and *SS Esk* were wrecked. However, these mishaps didn't stop him becoming Master Warden of Hobart, entering Parliament, becoming Premier and, in 1938, also Lieutenant-Governor of Tasmania.

William Chamberlain (right, lower) was born in Sydney in 1803. After he became cabin boy on an English whaler, the vessel was captured in the English Channel by a French privateer. Thankfully, next day HMS *Leander* captured the privateer and William joined the crew of *Leander*. After being wounded, he eventually returned to Sydney. He was apprenticed on a Bass Strait sealing voyage and later worked at Meredith's Bay whaling station at Maria Island. He was master and owner of a number of local vessels including *Maria Orr*, *Joanna* and *Maria Laurie*. He had three sons who were also masters of whaling vessels.

But bad things could happen as well, as an article from the Hobart *Colonial Times*, dated 4 September 1832, reported on news from the Magistrates Court in London:

Among the number of street beggars brought before Mr. Alderman Wilson, at the Mansion-house, was a miserable looking youth, upon crutches, who had been apprehended by the street-keeper while begging. He told the following story ... He had procured a berth as cabin-boy in a ship bound to England, but during the voyage he had the misfortune to fall down the hold and break both his legs. When the vessel arrived at Portsmouth, he was paid off, and placed in the hospital, where he remained until he was able to crawl about on crutches, and then he was dismissed, friendless, and a cripple for life, to earn his subsistence. ... he was driven to the necessity of violating the law to keep him from starvation.

The Magistrate decided not to fine him but remanded him in custody while he considered what was to be done. Sadly, we do not know the outcome. So, as I daily descend the staircase at the Museum, I must remind myself what can befall cabin boys! (Or was he pushed???) □

# high and dry

by John Wadsley  
to be a Cabin Boy



Cabin Boy ca 1799  
Image (detail): Nat. Maritime Museum, UK



Former cabin boys  
Premier John Evans (above) and  
William Chamberlain, ship's master  
and shipowner  
MMT Collection



## from the galley



A HEARTY BREAKFAST used to be a prerequisite for the working day. When I started working in the 1980s the 'greasy spoon' café, serving fry-ups of bacon, sausages, eggs, fried bread (or potatoes) and baked beans (or tomatoes) with steaming mugs of tea, all through a nearly impenetrable cloud of cigarette smoke, were still common on the periphery of industrial estates, near factories and bus or railway stations. In the 1950s and 1960s the British Egg Marketing Board ran an advertising campaign using the strapline 'Go to work on an egg', with actors Tony Hancock and Patricia Hayes in a series of television advertisements enjoying boiled, fried or poached eggs in scenes of comedic domestic bliss. The slogan caught on and was still familiar many years later.

Habits change, though. I can't remember the last time I had an egg, let alone a full fry-up, for breakfast on a work day. A hurried bowl of cereal or perhaps a slice of toast eaten wandering around the house gathering bits and pieces for work seems to be my normal. Anything more elaborate is saved for the weekend when time seems less pressing. At weekends Hobart's cafes are bursting with customers enjoying a leisurely breakfast, or perhaps 'brunch', but even then the menus are dominated by granolas, yoghurts and fruits rather than the makings of a fry-up. Perhaps that's not such a bad thing as a big, heavy cholesterol-laden plate of greasy protein is not the best way to start a day in an office. But I do like my eggs and bacon, so here's a recipe for a posh version: Eggs Florentine with Hollandaise Sauce. □



### EGGS FLORENTINE

8 thin bacon rashers  
20g butter  
2 bunches spinach, trimmed, washed and patted dry  
4 fresh eggs, at room temperature  
4 slices ciabatta, sourdough or toasted muffins

#### with HOLLANDAISE SAUCE

1/4 cup (60ml) white wine vinegar  
6 black peppercorns  
1 shallot, finely chopped  
2 egg yolks  
200g unsalted butter, melted  
2 tsp lemon juice

*If time is short before work, you could substitute bottled hollandaise sauce from a shop.*

#### For the hollandaise sauce:

MIX vinegar, peppercorns and shallot in a small saucepan over low heat.  
BRING TO A SIMMER and cook, uncovered, for 3-5 minutes or until mixture reduces to 2 teaspoons.  
REMOVE FROM HEAT and strain through a fine sieve. Place the vinegar reduction and egg yolks in a medium heatproof bowl over a saucepan that is half-filled with simmering water.  
WHISK with a balloon whisk, while very gradually adding the melted butter in a thin, steady stream. Whisk until thick and creamy. Remove from heat.  
SEASON to taste with salt and ground white pepper.  
ADD the lemon juice and stir to combine.  
COVER with foil and set aside.

#### Back to the eggs:

FRY the bacon until crisp, turning halfway through. Transfer to a plate. Melt the butter in the pan until foaming, then add the spinach and cook, stirring, until it wilts — no more than a minute or two.  
SEASON to taste with salt and pepper.  
POACH the eggs to taste in gently simmering water in a deep frying pan.  
PLACE the toast on the serving plates.  
SPOON spinach and bacon over the toast slices.  
TOP with the poached eggs and drizzle with hollandaise sauce.  
SEASON with freshly ground black pepper and serve immediately.



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Summer Reading, our digital 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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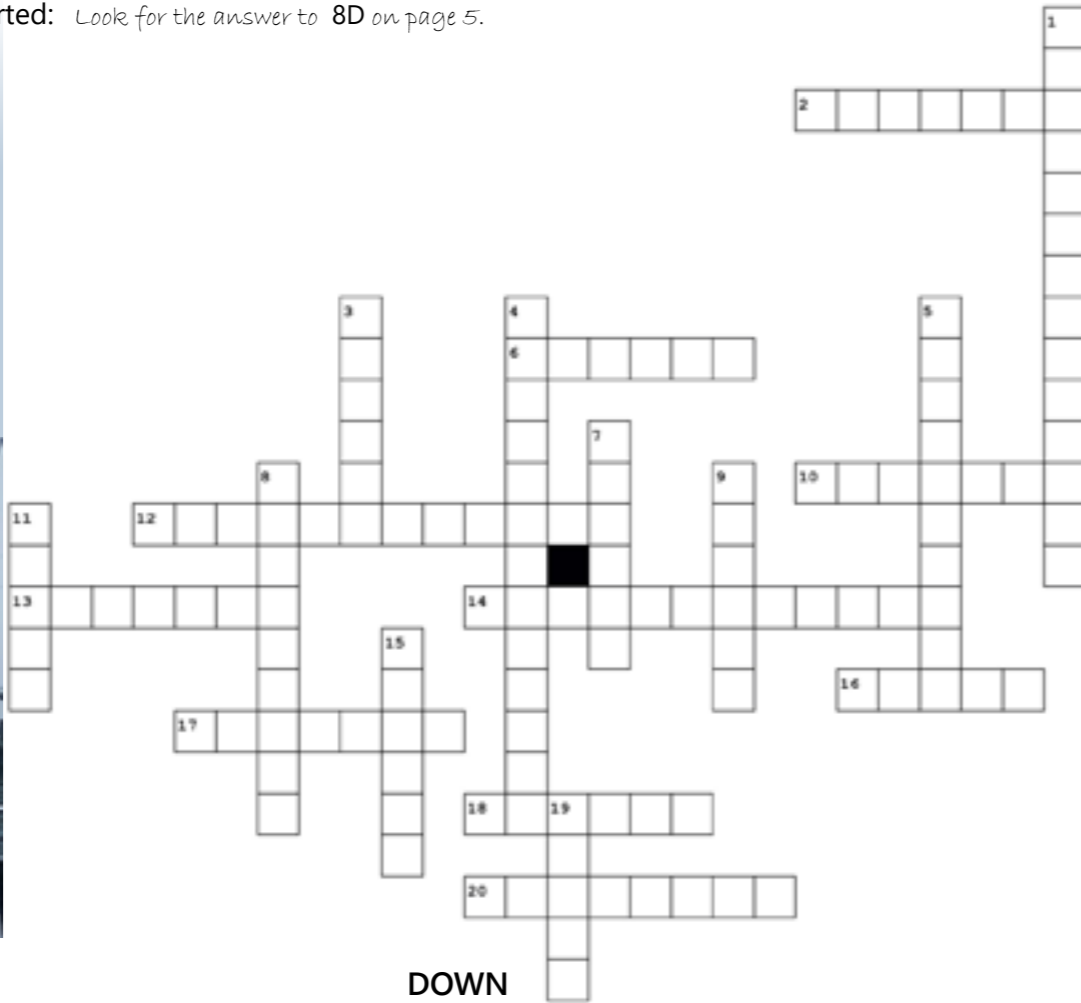
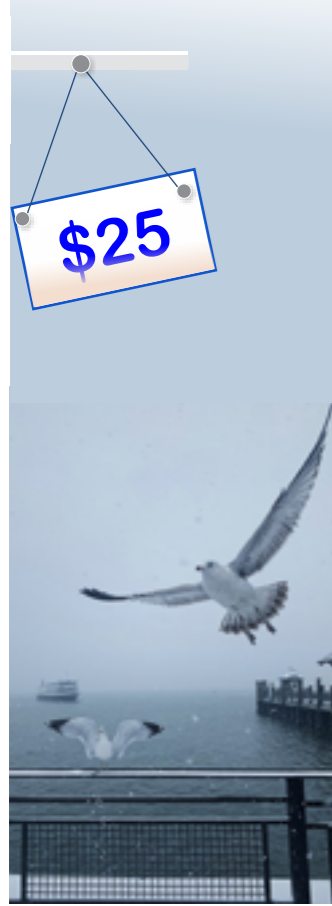
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# crossword competition

winter 2021

SEARCH for crossword answers in the pages of this June magazine (MTT 75) and enter our competition to win a \$25 voucher from Rolph's Nautical Gift and Book Shop at the Maritime Museum. Here's a clue to get started: *Look for the answer to 8D on page 5.*



## ACROSS

- 02. Comptroller of Customs, London 1374–86, was G. ....
- 06. Replacement vessel for *Searoad Tamar*
- 10. AMC's flagship training vessel
- 12. Ship which located the wreck of *AE1*
- 13. Essential greens in Florentine meal
- 14. CSIRO Research Vessel, RV .....
- 16. AWBF organised a Maritime .....
- 17. Head of ship's catering department is Chief .....
- 18. The Tasman Fracture is a deep ocean .....
- 20. A new shed was constructed at Wilson's .....

## DOWN

- 01. Author of 'Living with Jezebel'
- 03. Barque aground at Halfmoon Bay in 1853
- 04. Ship with funnel repainted (cover)
- 05. One of TasPorts' Z-Tech tugboats
- 07. Botanical Hill (NZ) is a central ..... point
- 08. Rodney Macey was a Naval ..... (clue top of this page)
- 09. 'ship to shore' vessel for Antarctic landings
- 11. Ship's Chief Integrated Rating also known as .....
- 15. Regional Tas. museum threatened with closure
- 19. Cabin Boy who became Premier of Tas. John .....

ALL CORRECT ENTRIES received before 12 August 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 September 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 75 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 WINNER – the first correct entry out of the hat for the March 2021 crossword in *Maritime Times* No 74 was: Peter Forster. Congratulations!

GOVERNMENT AND GENERAL ORDERS  
Colonial Secretary's Office, Feb. 2, 1825.

WHEREAS, for the safety of Navigation, Pilots have for many years been appointed, and required to be taken on board ships and vessels, at various ports in this colony and its dependencies. And whereas certain rates of pilotage are also established by colonial orders. And whereas by the law of merchants, insurance cannot be recovered by owners of ships, unless a pilot or pilots be taken on board, wherever required by usage or law :—

It is therefore ordered, by His Excellency the Governor, that all pilots in this colony and its dependencies shall go, as they have hitherto done, to all ships and vessels not having colonial registers or licences, which may sail into, or from the harbours thereof; and shall offer to do the usual duties of pilots on board; and shall go to all ships and vessels whatever, when application or signals shall be made to them, for that purpose; and whenever one or more of them shall be received on board such ship or vessel, the rates of pilotage hitherto usually charged in the said colony or its dependencies shall be demanded, until other rates shall be, in that behalf, established.

By His Excellency's Command, T. Goulburn.

*The Australian* 3 February 1825, p. 1



Ruins of the penal settlement on Sarah Island, Macquarie Harbour  
Photo: Beth Dayton

# James Lucas: Ship's Pilot

## A turbulent life in early Tasmania

JAMES LUCAS WAS APPOINTED HARBOURMASTER and pilot at the penal settlement on Tasmania's West Coast in 1821. Stationed at Pilot Bay, Macquarie Heads, where he lived with his wife and three children, he piloted vessels across the shallow and treacherous seas at the entrance to Macquarie Harbour for the next eight years.

There are conflicting or unconfirmed accounts of his personal life and early career. He is reported to have been on Matthew Flinders' *Porpoise*, which was wrecked on the east coast of Queensland in 1803. Lucas, born ca 1791–1795, in Sydney or on Norfolk Island where his father was an Ensign with the New South Wales Corps, would have been very young then, but he was later Chief Officer on *Kangaroo* and *Elk*.

Many stories are told of his stormy career as a pilot. While at Macquarie Harbour he earned a reputation for successfully searching for and apprehending escaped prisoners. In one incident, escapees battened down the hatches of a supply boat, trapping him below deck. He freed himself, captured two of the offenders but then applied for a less stressful appointment. By late 1829, he was a Derwent pilot, stationed in D'Entrecasteaux Channel. He was well-known and did not always carry his pilot's licence with him. When he boarded a convict ship, *Angelina*, in 1844 he was unable to produce his authority. After an argument, the captain had him restrained and allowed the ship to be taken into port by an unlicensed pilot.

Lucas was later the recipient of a pension and a 100-acre land grant, but a call for assistance at sea led to his death in 1853. *Emilie*, a Dutch barque, was aground at Halfmoon Bay. The warp line broke, Lucas was severely injured and fell overboard. He was taken to St Mary's hospital, where he later died. On the day of his funeral, many shops were closed and flags on ships in Hobart flew at halfmast.

References  
*Colonial Times* (Hobart), August 1853 p. 3  
*Australian Dictionary of Biography* at <https://adb.anu.edu.au/biography/lucas-james-2379>  
Maritime Museum of Tasmania research files



You can hear more about the penal settlement, and see where the pilot James Lucas worked, on the Sarah Island Tours run by the Round Earth Company at Strahan.

<https://www.roundearth.com.au/sarah.html>



Marine operative hoisting flag, prior to departure

## Marine Operatives within the Port of Hobart

Kelly, TasPorts' Hobart-based pilot vessel



IT'S 19:15 ON A COLD AND WINDY SPRING NIGHT as Marine Pilot Andrew, steps aboard TasPorts' Pilot Boat *Kelly*, at the Mac 02 Pilot Steps. *Kelly* has travelled from its usual berthing place at the TasPorts Franklin Wharf pontoon, prominent on Hobart's waterfront.

Andrew is one of four TasPorts Marine Pilots based within the Port of Hobart. His task this evening is to safely pilot *Brighten Trader*, a 39 310-deadweight tonne, Handy class bulk carrier with a length overall of 179m, beam of 30m, draft of 8.3m and its cargo of zinc and lead concentrates from the Hobart Pilot Boarding Ground, through the Port of Hobart under the Tasman Bridge, to its destination at Risdon.

Andrew, previously a Ship's Master, is well qualified to undertake such a task. In addition to his many years of experience as a professional mariner, Andrew has completed a Port of Hobart specific Pilot Licence training program, during which he transited over 60 piloted vessels greater than 35 metres in LOA, as guided and mentored by Senior 'Check' Pilots.

This rigorous training includes transits both at night and day, in all manner of environmental conditions, incorporating an understanding of vessel type, length, breadth, draft, propulsion, bridge visibility, handling characteristics and berth particulars.

Pilot training is a continual program involving regular ship simulator training for emergency procedures and port limit validation, and ongoing Check Pilotage assessment. His passage plan complete, he is ready for this particular vessel's movement.

Once *Brighten Trader* has departed the anchorage grounds and is making its way toward the Pilot Boarding Grounds, Andrew prepares to climb the ship's Pilot ladder, and make his way up to the ship's bridge. Once on the ship's bridge a Master/Pilot exchange of information will take place, and Andrew will undertake his critical role to pilot the vessel through the River Derwent and under the Tasman Bridge through its 73m wide Main Navigation Span.

As the pilotage unfolds, marine operatives Colin and Jade onboard *Kelly* escort ahead of the inbound ship, manoeuvring in proximity to the Tasman Bridge. *Kelly* acts as a visual reference to small craft to KEEP WELL CLEAR and as an additional lookout for potential hazards, or to intervene where necessary for matters of safety. By daytime this could be morning rowing sculls undertaking their workout along the River Derwent, or at any other time watercraft navigating through the River Derwent, or in proximity to the Tasman Bridge.

Heading out alongside *Kelly*, are the tugs *Mount Florance* skippered by Peter, and *Yandeyarra* skippered by Michael. Both tugs are TasPorts' newer

right: Hobart Z-Tech tugboats, *Yandeyarra* and *Mount Florance*  
below: Vessel maintenance Photos supplied by TasPorts



generation Z-Tech tugs which, between towage jobs, sit proudly alongside the Macq01 hotel. It is Peter and his crew's job this morning to escort *Brighten Trader* under the Tasman Bridge in the event the vessel suffers some unforeseen machinery failure. For this task, *Mount Florance* is made fast via the tug's tow line to the centre lead aft of *Brighten Trader*.

As *Brighten Trader* approaches the Tasman Bridge, Andrew calmly provides navigational instruction overseen by the Ship's Master, as the vessel is manoeuvred between the bridge pylons.

Once clear of the bridge, *Mount Florance* and *Yandeyarra*, under the directions of the pilot, are reconfigured to assist in safely manoeuvring *Brighten Trader* alongside its berth.

Both tugs will thrust up to the vessel as the waiting linesmen begin to secure the vessels mooring lines in preparation for unloading. The thrust plume from the tugs can be seen to extend well into the River Derwent and presents as a hazard to any craft passing too close astern of the tugs.

Overseeing waterways safety, including piloted vessel movements, is the team at TasPorts' Vessel Traffic Service (VTS), based in Launceston. This is the nerve-centre of more than 4500 annual commercial vessel movements across Tasmania's multi-port system. Local Operatives in the Hobart Port Tower are an additional measure of resource and support to the piloted movement through the Tasman Bridge, and for vehicular traffic control across the bridge.

During TasPorts marine operations, it is critical all recreational vessels (including rowers and kayakers) keep at least 60m away at all times from vessels engaged in pilotage, berthing operations or being assisted by tugs.

State legislation gives right of way to vessels under pilotage within Tasmanian Port Pilotage Areas.



**Give piloted ships room to safely manoeuvre** and, if your vessel has AIS, ensure it's turned on to improve your visibility. It is important to remember, if you can't see the bridge of a ship, chances are the master, or ships pilot might not be able to readily see you.

**Keep an eye out for the international code flag H.** If a ship is flying this flag, it signifies it is under pilotage control and you must keep clear at all times. A pilotage exempt vessel will fly an all-white flag, and has the same rights as a vessel under pilotage.

Following the tragic collision of the bulk carrier *Lake Illawarra* with the Tasman Bridge in 1975, all vessels greater than 35m in length intending to transit the Tasman Bridge must employ the service of an appropriately licensed Marine Pilot.

Further, all vehicular and pedestrian traffic is stopped on the bridge for the duration of every transit. Visibility and environmental parameters are further risk mitigators.

His job done, Andrew disembarks while the vessel completes its loading operations. In 24 hours time, once unloading is complete, he will be back on board, this time for the outbound transit as *Brighten Trader* proceeds back down the River Derwent and out to sea.

Watch the online video:

<https://www.marine-pilots.com/videos/158322-tasports-marine-pilots-and-marine-operatives>

For more information about TasPorts, we invite you to visit our website. □

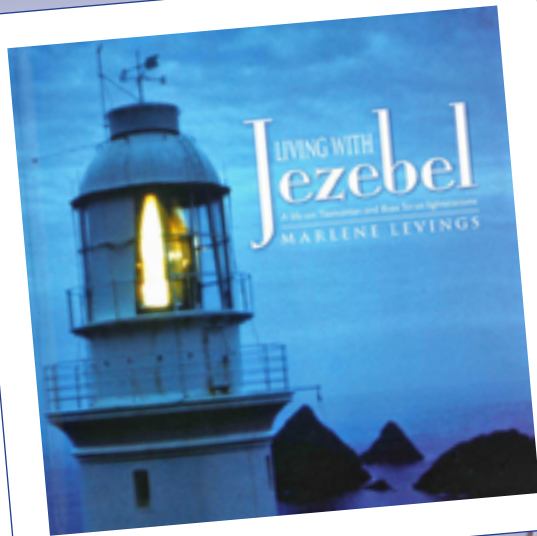
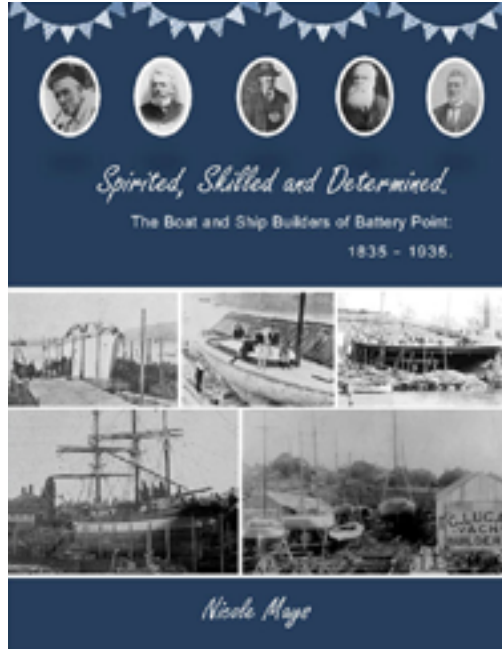


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