

Maritime Times *of Tasmania*

Our maritime history & present day news.

No. 57 Summer (December 2016)

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Cromarty Magellan

THE ALL-TASMANIAN
ENTRY IN THE

2016

Rolex

SYDNEY TO HOBART
YACHT RACE

*Designed and built in
Tasmania*

*Owned, skippered and
crewed by
Tasmanians*

Story — pages 10–11



Photo: Jim Thorpe

Summer!

THE Rolex SYDNEY TO HOBART YACHT RACE

THE MyState AUSTRALIAN WOODEN BOAT FESTIVAL

CRUISE SHIPS IN PORT

REGATTAS

and A NEW EXHIBITION AT THE MARITIME MUSEUM



Maritime Museum of Tasmania

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The Committee also includes representatives from external organisations:

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Scott Carlin (TMAG), and Kevin Moore (TasPorts)

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



MARITIME TIMES OF TASMANIA WELCOMES ORIGINAL ARTICLES FOR PUBLICATION

Contributions may be historical or newsworthy and with themes reflecting the Museum's mission to promote research into, and the interpretation of, Tasmania's maritime heritage. They may be short notes, or articles with text about 700–1200 words, accompanied by images if possible. Text may be edited, and publication is at the discretion of the editor.

Ideally, your contributions will be in a Word document, with embedded images and/or with separate 300dpi JPEG or TIFF files. We can accept legible handwritten articles, with loose photographs, which we will copy.

Images should have a caption, be credited to the photographer or to the source, and have written permission to publish.

Please submit contributions to The Editor at the postal address above or email to admin@maritimetas.org

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

Deadline for the next edition is 15 February 2016.



from the president's log

This edition's President's Log is an edited version of the President's Report presented at the Maritime Museum's AGM held on 15 November.

It has been an exciting year with the Museum continuing to prosper. I very much appreciated all the advice and assistance Rex Cox gave me in the handover. Rex has resumed his Vice President role and continues, in so many ways, to assist the Museum.

The Museum's Financial Report records an Association in a sound financial position with steadily increasing visitors, members and revenue. We thank our Treasurer, Ross Studley, and our book keeper, Dugald McDougall for their very capable management of the Museum's finances and trading activity. With nearly 90% of our visitors from interstate or overseas, we are most definitely dependent on the tourism industry for income from admission fees. At present all indicators are most positive. Cruise ship arrivals are projected to nearly double over the next four years. As most members will know, we experience significant visitor increases when cruise ships visit the port.

Our shop and bookstore make a vital contribution to income and profit, thanks to Tiiu, our shopkeeper, and her helpers. A new cash register and software has been purchased, which will make the job of ordering items, tracking stock and recording visitors, quicker and easier for volunteers. Shortly we will introduce a scanning system for all shop sales.

I wish to acknowledge the support we receive from the Hobart City Council (HCC), TasPorts and the Tasmanian Museum and Art Gallery. Each organisation has a nominee on our committee. During the last twelve months Alderman Eva Ruzicka (HCC), Kevin Moore (TasPorts), and Scott Carlin (TMAG) have all provided advice to assist in the Museum's policy development and operations. Eva smoothed the way with our HCC landlord regarding the lift installation and long term lease of the Carnegie Building. I also wish to acknowledge the significant grant contributions made by Arts Tasmania and the Tasmanian Community Fund.

There are many to thank and acknowledge. In particular I wish to ensure the tireless efforts of our staff are recognized and appreciated.

At the heart of the Museum are our displays and exhibitions that Rona Hollingsworth, our Curator for many years, is the 'keeper' of. The high standard of our displays is due to her professionalism. She assists with many research enquiries, is very successful in obtaining grant funding, and the commissioning of the Carnegie Gallery this year has brought an increased workload. Rona is now planning a series of temporary exhibitions for the new Gallery, part of the strategy to encourage local visitors to our Museum. Thank you, Rona.

Mark Hosking, our Operations Manager, is part of the glue that keeps the Museum ticking over. Mark deals with everything from IT, security, office systems, government compliance, volunteer support and most other issues and, with editor Anna Lucas, produces the quality *Maritime Times* publication that continues to receive regular applause. Thank you, Mark.

Our Maritime Heritage Coordinator, John Wadsley, conceives and coordinates an outstanding series of monthly talks that are always appreciated by a growing audience. John organised the recent, very well attended, Dirk Hartog lecture held in the HCC ballroom. We also provide attractive and popular school holiday programs. John is developing a number of projects to extend the Museum's reach and relevance, and has spent considerable time with other maritime organisations assisting them to implement their own projects. Thank you, John.



Each month your committee meets and considers the financial, operational and marketing elements of the Museum's affairs. Past performance is analyzed and future activity considered. Over the last few months the committee has undertaken a review of all insurances to ensure our collections and people are protected. With a planned increase in temporary exhibitions the committee has approved an updated exhibition policy. A new lease agreement for at least ten years has been agreed and signed off with HCC. A successful application was made to the National Register of Historic Vessels and our *Rainbow, Rhythm*, now joins *Westward* on the register.

New initiatives are currently being considered and developed including:

- Improved marketing and relationships with cruise ship operators
- An even closer working and sharing relationship with TMAG
- The introduction of a maritime heritage port walk delivered via a tablet/ phone app (This project is supported by UTAS.)
- The construction of a significant flagpole, on the Davey/Argyle Street corner, to make our building more visually attractive and enticing
- A comprehensive review of our constitution to ensure it is appropriate for the Museum's future, which involves

continued on page 5

in this issue

- **Tasmanian entrants in the 2016 Sydney Hobart race**
- **MyState Australian Wooden Boat Festival - Feb 2017**
- **Cruise ships in port this summer**
- **Tales of regattas past**
- **The Derwent Light**
- **New Exhibition in the Carnegie Gallery**
- **Book reviews, news, and regular features**

from the brig

As we head inexorably towards Christmas, this issue has a feel of summer about it. Regular summer events on the River Derwent are the Regattas. In this issue two authors find different and complementary approaches to describing some of the early regattas that contribute to the history of the modern events (pages 7–9 and pages 18–20).

The cruise ships started arriving early this year with more visits scheduled than ever before (page 6) and preparations for February's MyState Australian Wooden Boat Festival are in full swing (pages 14–15). The Festival will be taking a Dutch theme as its timing lies neatly between two significant dates in the early Dutch exploration of Australia; the 400th anniversary of Dirk Hartog's encounter with the coast of what is now Western Australia in October 1616 and, a little closer to home, the 375th anniversary of Abel Tasman's encounter with our islands in November 1642.

Our Museum was extremely fortunate to be able to host Dr Wendy van Duivenvoorde, Senior Lecturer in Maritime Archaeology at Flinders University, who presented a paper on the archeological and historical context of Hartog's expedition in our series of monthly lunchtime talks in October. Interest in the talk was such that the Hobart City Council very kindly allowed us to use the Town Hall ballroom for the occasion, which enabled an audience of around 150 people to experience the fascinating story. Details of her book are on page 6. If you missed the talk but are in Hobart for the wooden boat festival in February then there will be another chance to hear Dr van Duivenvoorde as she will be speaking at the Australian Maritime Museum Council dinner, being held at Hadley's Hotel on the evening of Thursday 9 February. Please contact Mark at admin@maritimetas.org for details of this event.

Shortly before Christmas the next exhibition in the Carnegie Gallery will open. This is a major travelling exhibition from the Australian National Maritime Museum and is entitled *War at Sea – the Navy in WWI*. The histories of Australian soldiers at Gallipoli and the Western Front are well documented but less is known about the involvement of the Navy during World War I.

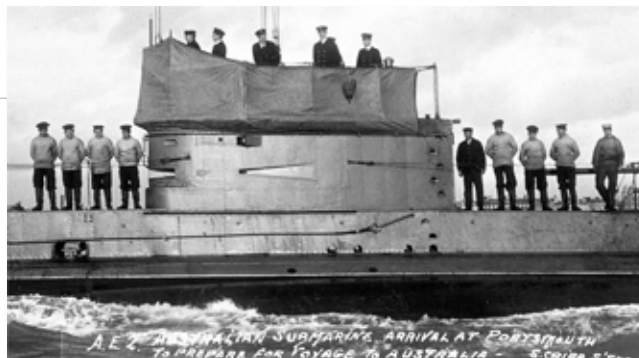
The exhibition features excerpts from several unpublished journals by:

—John Brown, a wireless radio operator aboard HMAS *Protector*, *Warrego*, and *Brisbane*

—Henry James Elly Kinder, Stoker Petty Officer aboard the submarine *AE2* which breached the Turkish defences of the Dardanelles Strait

—Frank Trevor Jones, an Able Seaman on HMAS *Sydney* when it fought the infamous German raider SMS *Emden*

—Special keepsakes made by sailors for their loved ones during World War I and typical uniforms of the day are included.



Australian Submarine AE2 at Portsmouth ANMM Collection

Visitors can find out about the Bridging Train and learn about the role of the submarine *AE2* at Gallipoli. The exhibition features many rare World War I artefacts from the collections of the Australian National Maritime Museum, the National Film and Sound Archives and the Australian War Memorial. Our Museum will be hosting the exhibition until June 2017.

In the previous 'from the brig' we asked for suggestions for themes for future exhibitions in the Carnegie space, and we thank those who have responded so far. Please do let us know if any ideas for an exhibition, large or small, spring to mind.

It is an appropriate time of year to thank all the members of the Maritime Museum of Tasmania for your continued support and interest in the Museum's activities and we hope that you enjoy a peaceful and relaxing Christmas and New Year. And, once again, I thank Anna Lucas for producing the *Maritime Times of Tasmania* to the standard we all enjoy.

new members

We welcome new members:

Christopher Parker	Marcella Benedetti
Barbara Willson	Frank Mitchell
Jennifer Collins	Phillip Davis
Willa Oddliefson	

Membership Fees

Categories of membership and annual fees effective each year 1 July to 30 June (including GST)

Individual	\$30
Family	\$40
Concessions:	\$20
Interstate	\$20
Overseas	\$20
Quarterdeck	\$25 plus \$275 donation
Perennial	\$1000

Once only, or 4 years
Quarterdeck membership.



letters to the editor

Mystery Photo

I've just been reading through the latest [September 2016] edition of the *Maritime Times* and note that the Museum is seeking information on several photos.

re: Mystery Photo No. 2 [right]

This photo shows the crew of *Eden Holme*. It was published as part of a series of photos of the vessel in *The Weekly Courier* on 12 January 1907.

Nicole Mays.

Editor: Thank you Nicole for this key information. *Eden Holme* struck the Hebe Reef, off the Tamar Heads, on 6 January 1907, but didn't begin to break up until later that month.



Officers and crew of *Eden Holme*

Photo: MMT Collection

Encounter with a whale

I compliment *Maritime Times* for the last two magazines 55 (Carnegie Building/Heritage) and 56 (Whales) with their wonderful content. It has prompted me to describe this incredible and unforgettable experience in the lower D'Entrecasteaux Channel off South Bruny Island.

In 1935 Cyril Davis of Dover took two families, his and the Kurths, across to Mickey's Bay, South Bruny, on his fishing boat *Margaret*, to have a picnic. We kids were going to swim and then explore Partridge Island. As we were preparing to go ashore, a great shadow appeared, the full length of *Margaret*. We all stood transfixed as a whale slowly emerged alongside, then hung under *Margaret* before drifting north up the Channel.

On returning to Dover it was interesting watching seals basking on kelp off Hope Island.

Jerry Shepard.

Editor: Thanks for your kind words Jerry, and for sharing a great memory.

from the president's log

continued from page 3

youth, family and corporate membership considerations.

- A review of the use of our non-display spaces, of which there are many, to provide improved work spaces, storage areas and volunteer amenity.

- A look at how we can improve a number of housekeeping and maintenance issues.

In my fifteen years on and off the committee I note that the complexity and variety of issues which the committee is required to consider has dramatically increased. It would simply not be possible to administer the Museum without the dedication and contribution of all committee members. Each committee member has expertise and skills that greatly enhance the overall management of the Museum. Thank you Michael Stoddart, Chris Tassel, Roscoe Barnett, Bob Frost (resigned) and Bill Bleathman (not re-standing). We are progressively establishing a number of sub-committees that committee members are chairing so their contribution is in fact increasing.

Westward, as our floating exhibit and flagship, has a prominent position in Constitution Dock. It is maintained by John Wedd and his crew with a program of restoration and repair. It has been greatly improved and will shortly incorporate new signage that will hopefully encourage more onlookers to cross the road and enter the Museum. Thank you John and your team.

Our secretary Beth Dayton is the Museum's unsung hero. How many volunteer secretaries would send emails from their hospital bed whilst convalescing from surgery? Beth does! Besides all the usual secretarial duties Beth's care and assistance towards our many volunteers is exceptional. She organizes volunteer functions, makes sure individual contributions are recognized and acknowledged, organizes cover for gaps on the roster besides generally keeping us all on the correct path and woe betide anyone who does not show respect and appreciation to 'her' volunteer crew. A big thank you to Beth and to each and every volunteer.

I have very much enjoyed my seven months in the chair, working with such a dedicated group of people.

NEW TO THE MUSEUM



Read about it in 'notes from the curator' on page 24



Photo: Patrick Baker

DUTCH EAST INDIA COMPANY SHIPBUILDING
The archaeological study of *Batavia* and other seventeenth-century VOC ships (2015)

Dr Wendy van Duivenvoorde is a Senior Lecturer in maritime archaeology at Flinders University. If you enjoyed Wendy's talk at the Hobart Town Hall in October, as part of the Dirk Hartog lecture series and partly-sponsored by the City of Hobart, or if you missed it, you can read about her work reconstructing the hull of *Batavia*, the Dutch ship which was wrecked on the western coast of Australia in 1629. Her book is illustrated with charts, drawings and photographs. The photo above was taken at the Shipwrecks Galleries, WA.

On the eve of the Australian Wooden Boat Festival, 10–13 February 2017, Dr van Duivenvoorde will be speaking at the Australian Maritime Museum Council dinner, to be held at Hadley's Hotel on the evening of Thursday 9 February. Please contact Mark at admin@maritimetas.org for details of this event.



CRUISE SHIPS IN TASMANIAN PORTS THIS SUMMER

SHIP	PORT	EDA
Information as at 01 December 2016		
* First visit by this ship to the Port of Hobart		
<i>Sun Princess</i>	Burnie	12 Dec
<i>Maasdam</i>	Burnie	13 Dec
* <i>Ovation of the Seas</i>	Hobart	13 Dec
* <i>Emerald Princess</i>	Hobart	15 Dec
<i>Ovation of the Seas</i>	Hobart	18 Dec
<i>Celebrity Solstice</i>	Hobart	19 Dec
<i>Maasdam</i>	Burnie	20 Dec
* <i>Europa 2</i>	Hobart	26 Dec
<i>Europa 2</i>	Burnie	29 Dec



Celebrity Solstice (and *Kulanda*) Photo: R Cox

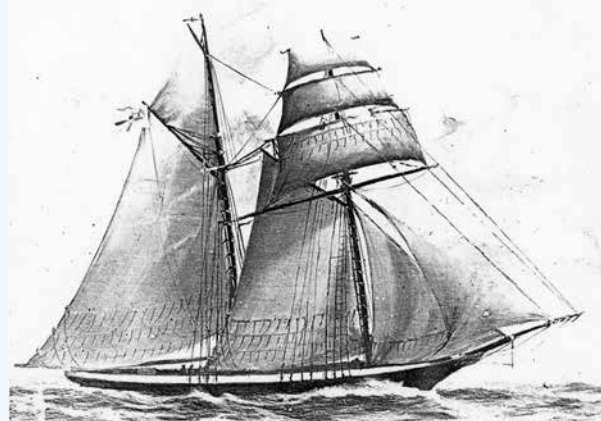
SHIP	PORT	EDA
<i>Emerald Princess</i>	Hobart	04 Jan
<i>The World</i>	Burnie	07 Jan
<i>The World</i>	Hobart	10 Jan
<i>Maasdam</i>	Burnie	13 Jan
<i>Golden Princess</i>	Hobart	13 Jan

SHIP	PORT	EDA
<i>Seven Seas Voyager</i>	Burnie	16 Jan
<i>Maasdam</i>	Burnie	18 Jan
<i>Radiance of the Seas</i>	Hobart	22 Jan
<i>Ovation of the Seas</i>	Hobart	25 Jan
<i>Carnival Spirit</i>	Hobart	26 Jan
<i>Europa</i>	Hobart	30 Jan
* <i>Pacific Eden</i>	Hobart	30 Jan
<i>Dawn Princess</i>	Hobart	01 Feb
* <i>Queen Mary 2</i>	Hobart	27 Feb

NOTE: *Ovation of the Seas* is the largest and longest (348m / 1142 ft) ship to ever enter the Port of Hobart. *Queen Mary 2* is 345m.

We're out of space here, but for the complete list and more details of berths, country of registry, etc., go to: www.tasports.com.au/port_services/arrivalscruise.html

The features on whaling in the September 2016 edition of the Maritime Times call to mind the significance of regattas on the Derwent in the heyday of whaling and in the evolution of Hobart Town society.



The schooner *Eliza*, launched at Port Arthur in 1835, was the signal ship for the early regattas.

Image: courtesy ER Pretymann Collection, Tasmanian Archive and Heritage Office

HOW SINEWY SEAMEN HELPED MELD A SOCIETY

Early regattas on the Derwent

In the nineteenth century nothing excited the people of Hobart Town more than a good stiff competition between local and visiting ships. After long months at sea, the rough and tumble whalers relished any opportunity to show off their prowess to competitors and eager spectators.

From well before 1820, ship crews with spare time in port arranged regattas following long-standing British tradition. The intense rivalry was exhilarating and permitted the spectators, even the ladies, to notice the vigour and fine physique of the competitors in the prime of their lives. Contemporary reports lauded the display of muscles and sinews, especially those of the local lads. Subscriptions were taken up to cover costs, including prizes, and heavy betting added to the drama.

The folk of Hobart Town were not impressed when Lieutenant-Governor George Arthur, accompanied by his wife, family and his senior government, naval and military officers, staged his own regatta in January 1827. The Governor's party proceeded from Sullivan's Cove to Geil's-town (Geilston) in the colonial brig *Prince Leopold* with colours flying, a band playing 'in high glee' and accompanied by numerous boats. The *Colonial Times* reported: 'The appearance of this Marine Assembly was truly grand; but not a single inhabitant of the town, beside those in government service, was invited to join the party.'

However, two splendid regattas enthralled inhabitants the following year. On April 21, a crew from the 450-ton fast sailing ship *Medway* challenged a crew assembled by the Sheriff of Van Diemen's Land, Dudley Fereday—not the most popular man in Hobart Town because of both his official position and his propensity to loan money at exorbitant rates of interest. Large sums of money exchanged hands on this occasion, but ultimately a sharp breeze won the day. The *Medway* cracked her spanker boom and split several sails before the race was abandoned.

On 23 April, HMS *Rainbow*, 28-guns, in port on the way home from Trincomalee, Ceylon (Sri Lanka), joined the celebrations for the anniversary of the King George IV's birthday and, to extend the happy atmosphere, challenged locals to a match the following day. *Rainbow's* captain, Henry Rous boasted a remarkably fast prize gig, *Centipede*, unbeaten to that date. The 'currency lads' in *Tasmanian Lad* (built by W Nichols of Brown's River and the property of Mr Lucas) took on the 'jack tars'.

A thrilling race rewarded the crowds gathered at every vantage point along the six-mile (9.6km) course. *Centipede* took an early lead, but *Tasmanian Lad*, instead of pulling a direct line for the signal vessel, kept slightly edging upstream, weathering its competitor which fell to leeward. A few days later, in an English-built boat, the locals gave the visitors another opportunity to outpace them in a dash from the Wharf to Kangaroo Point and back. They won again in the time of nineteen minutes. The crew listed in this second event comprised John Watson, John and William Sherburd (or Shirbert), John McLeod, John Nichols, Samuel Free and Nathaniel Lucas.

In 1832 a four-race regatta supremely organised by Port Officer Lieutenant Samuel Hill prompted Governor Arthur to favour all prisoners employed in public works, although not those in chain-gangs, with a holiday. A festive atmosphere surrounded all regattas, but the Regatta Day public holiday as we know it today remained for Rear-Admiral Sir John Franklin to declare in 1838. Conscious of how a good regatta gladdened the spirits and drew sectors of society together, Sir John decreed 1 December to be a holiday for a regatta to celebrate the anniversary of the discovery of Van Diemen's Land by Sir Abel Tasman in 1642. This became known as the Anniversary Regatta (now the Royal Hobart Regatta). Franklin's stated purpose was 'the encouragement of our seamen' encompassing the importance of ship-building, the massive contribution of whaling to the colony's economy

How sinewy seamen helped meld a society (cont.)

and the role of mariners in the expansion and security of the British Empire. No doubt the regatta holiday was intended also to shore up his own popularity.

As patron, Sir John offered a portion of the Government Domain for spectators to erect their tents and awnings, plus refreshments (beer, bread and cheese), £100 towards running costs and a monetary prize for the whaleboat race. Surveyor-General George Frankland, Chief Police Magistrate Captain Matthew Forster, and Port Officer Captain George King, joined mercantile representatives, James Kelly, James Milne Wilson, Thomas Hewitt, Edward Abbott and Charles McLachlan in forming the inaugural committee. The Lloyds' agent in Hobart Town, merchant James Grant, offered twenty-five fat wethers for the benefit of participants. Boat-builders, sail-makers, chandlers, subscribers and backroom bookmakers launched into a frenzy of preparation. Newspapers filled columns with anticipations. As the emblem for the event, the committee settled on a sprig of wattle blossom tied with Navy Blue ribbon.

Thousands of gaily-dressed people turned out to cheer Sir John and Lady Franklin and family as the Governor's barge, followed by a flotilla decked with flags and streamers, reached the jetty at Pavilion Point. Festoons of oak leaves (symbolising British heritage) and Black Wattle blossom (the wattle in seasonal bloom) ornamented the Pavilion which bore the words 'Hail Tasmania' intricately woven in roses.

The whalers stole the day. The first race for four-oared gigs was won by *Wallaby*, steered by entrepreneur and whaler George Watson (younger brother of the shipbuilder John Watson). The next event, the whale boat race over a course of approximately nine miles, had spectators on their toes. Its beginning was hailed as the most spectacular ever seen as the sixteen entrants formed into a perfect crescent while hanging on to a warp tied between a wattle tree on shore and a boat moored in the river. On the starting gun, several boats shot off like arrows. On the return leg the crews pulled strenuously against wind and tide. The winning boat was *Tasman*, built by 'young Risby of Collins Street'.

Under a canopy of flags, Sir John presented the sought-after Tasman Prize to John Watson, headsmen of *Tasman*, while the band played 'Rule Britannia'.¹ Other events—for sailing boats (first and second class) and dinghies—were hotly contested and the crowd, estimated variously at 9,000 and 12,000 on shore and afloat, was said to be the largest ever gathered in the colony. It included children from the orphan school carrying little silken banners. New Zealanders from the whaling fleet in port staged a riveting Maori war-dance, and other attractions included a sack race, free ale donated by Hobart Town brewers, and spontaneous entertainment from musicians in the crowd. Overall, the day was such a success that leading gentlemen pledged subscriptions for the following year. Sir John, who had carried around a large bouquet of the red roses of England, and Lady Franklin departed to enthusiastic cheering.

The second Anniversary Regatta went off brilliantly. Festivities were augmented by the first annual exhibition of the newly formed Hobart Town Horticultural Society. Both Sir John and Lady Franklin offered prizes for outstanding exhibits. Decorations of flags and flowers exceeded those of the previous year and boards with corny poetry emphasising



Image courtesy TMAG

The silk trophy flag, beautifully embroidered by the women of Government House to accompany the prize in the 1841 regatta. Details of Lady Franklin's flag are at: <http://static.tmag.tas.gov.au/decorativeart/objects/textiles/S393/index>

the words 'wattle, Aristotle, bottle, pottle, and throttle' hung from the trees. Again, sprigs of wattle interwoven with oak and tied with blue ribbon decorated the coats of the committeemen. Again, the whale boat race proved the highlight. When John Watson from the five-oared whale boat *Van Diemen* rose to receive the prize, Sir John waxed lyrical about how the line of nineteen starters had been preserved in perfect order, but on the signal all dashed forward together so that he could almost have imagined them in pursuit of a whale. He observed that Watson was a person who abstained from ardent spirits and, after some comments on the advantages of boat-building, presented the prize money in an elegant purse of blue and white silk ornamented with gold rings.

The regatta of 1840 followed a similar format with the addition of a race for youths under eighteen years of age. James Wilson was called 'indefatigable' for his organisation. As well as the normal praise for crews and boat-builders, and for the heart stirring music from the band of the 51st Regiment, the *Colonial Times* specifically commented on the women in the ten-thousand strong crowd: 'We never witnessed a more numerous assemblage of female beauty than on this occasion. The bright eyes of Tasmania's fair daughters did truly enliven the scene; and we conclude, for the present, by asserting, without the fear of contradiction, that no place on the face of the earth can produce (in proportion to the number of its inhabitants) so many beautiful and elegant females as can Van Diemen's Land'.

Bad weather curtailed the parade of beauties in 1841. However, the races were well contested and the Horticultural Society's tent was crowded. A note of discord crept in when the race for amateurs—for the prize of a beautiful English-built gig donated by Lady Franklin—was won by an experienced crew, quite patently not the amateur gentlemen anticipated. Many were indignant, including the women of Franklin's family who had spent patient hours sewing a British Ensign and a trophy flag of white silk bearing Franklin's family motto, NISU, and embroidered with a bouquet of wattle, oak leaves and acorns to accompany the prize (see above).

There was also a purse from the officers of the 51st Regiment, embroidered with the regiment's symbol—a bugle—on one side and on the other a raised bouquet of flowers, the work of Miss Mary Spode.

By the fifth Anniversary Regatta in 1842, the 200th anniversary of Abel Tasman's discovery, Sir John's popularity really did need a boost. His government was being blamed for the depression gripping all sectors of the economy, and personally he was suffering the damaging repercussions of his suspension of Colonial Secretary John Montagu in January of that year. When plans were discussed, Franklin made the mistake of insisting that no booths or tents, public or private, be permitted on the regatta ground and that the Pavilion was available only to respectable inhabitants for whom he would provide a cold collation. He tempered this rigidity with the offer of a 'good fat bullock' for the public and the usual assistance from the government department.

These stipulations riled the next meeting of the committee and caused Thomas Macdowell, a 29-year-old Irish-born settler, to declare the conditions proscribed by His Excellency 'a deep reflection upon our character as a community'. Macdowell asserted that the community could enjoy the 'rational festivities of a regatta, without the slightest detriment to our morality or virtue.' James Wilson did his best to calm the meeting by pointing out Franklin's past liberality, but with heightened excitement, Macdowell objected to any concession whatever to His Excellency's propositions, stressing that it was 'perfectly monstrous' that the Governor should have devolved upon the committee the difficult task of deciding who were respectable enough to be entertained with a cold collation in the Pavilion, and even those who were to have tents. And so on. Macdowell ended his outburst with the comment that the regatta should be conducted on independent and unshackled principles, and so conducted would put to shame 'those who had insinuated that the community was so depraved as not to be trusted to take care of themselves ...'. About this stage, the popular merchant TD Chapman (later Treasurer and Premier of Tasmania on the introduction of responsible government) moved that a committee be appointed to make arrangements and open a subscription list.

The twenty-three committee members went to work rapidly. They set a course between Chaffey's Point (today's Wrest Point) and a flag-boat moored off Watson's Wharf (off today's Napoleon Street, Battery Point). They organised a program similar to previous years, with the largest prize of the day (the Tasman Prize, £30), offered for the five-oared whale boats. Henry Baynton Esquire donated a 'fine fat bullock' as the prize for the four-oared fishermen's boats.

As usual, the joy of a regatta stimulated copious purple prose in local newspapers. *The Courier* described the aquatic prowess that seemed to belong by birthright to Britain. The *Colonial Times* claimed the day had passed off with 'very great éclat' and highly commended the activity and zeal of master mariner Captain Stephen Addison who most decidedly won the hearts of all the ladies for his attention to the comfort of the numerous visitors. The *True Colonist* described the boisterous weather, the attendance as large as ever before, the availability of every requisite refreshment, including spirits at Chaffey's inn, and noted very few drunks.

The Tasman Prize for six-oared whaleboats was won by George Chase, with John Watson second. Captain [Sir John] Nicholas of *Vindictive* had lent his fine band to lead the flotilla and afterwards to accompany dancing on *Brilliant*. However, the *True Colonist* spared no thought for the sensitivities of the

Lieutenant-Governor. It claimed when the flotilla moved off from the jetty, Franklin was 'observed playing "Peeping Tom" behind a heap of wood in his stable yard'. The newspaper also stated that that few public officers attended because Sir John had refused to sanction their taking a holiday and also that he was 'much annoyed' at Captain Nicholas for lending the band to the regatta committee. The celebrated Rear-Admiral, who instigated the annual regatta with the intent of enhancing community harmony, must have been cut to the quick by such hostility.

Following the Franklins recall to England in 1843, the new Lieutenant-Governor, Sir John Eardley Eardley-Wilmot, threw himself into the commemoration. After attending his first, and highly successful, regatta, he hosted a lavish fancy dress ball at Government House, 'one of the grandest spectacles ever witnessed in Van Diemen's Land'.

The only other year the Queen's representative did not participate was in 1853 when Sir Henry Fox-Young informed the regatta committee (by then a prestigious group of commercial men of Hobart) that the regatta could not be held at Pavilion Point because the new Government House was under construction and he was planting trees and shrubs. Needless to say, he did not receive an invitation. Apart from these two occasions, the regatta has enjoyed unbroken vice-regal patronage since its inception.

The late Governor of Tasmania, the Hon Peter Underwood, reflecting on the 175th anniversary in 2013, noted that the observance of such traditional occasions binds members of a community together and reminds them of their shared heritage. He concluded that following the success in 1838, the regatta became an 'annual festivity to which the people asserted an inalienable right, and a symbol and expression of their democratic freedom'.

The brawny whalers and Jack Tars are no longer in competition, but their indomitable spirit certainly lives on.

Endnote

¹ The author suspects this Mr Watson was master mariner John Watson (1803-1886) born in Parramatta, NSW, and known by the nick-name 'Watty' Watson. He is sometimes confused with the naval architect and shipbuilder John Watson (1801-1887), born in Beverley, Yorkshire, UK, who built many Blue Gum ships in Tasmania and spent the latter part of his highly productive life as engineer with the Hobart Town Marine Board. On the other hand, Sir John Franklin's comments to the winner of the whale boat race in 1839 about the benefits of shipbuilding and his abstinence from hard alcohol could well have been pointed to the shipbuilder John Watson, a strict Methodist. There is also the fact that the shipbuilder's brother, George, was a competitor over several years and the brothers did many things together. Any elucidation on this matter would be welcomed by the author.

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After finishing two Launceston to Hobart races, in 2014 and 2015, I decided it was time to have a crack at something more exciting. So, with some encouragement from my crew, I entered *Cromarty Magellan* into this year's Sydney to Hobart.

Cromarty Magellan tacking out of the Tamar River at last year's Launceston to Hobart race. Photo: Tom Vincent



Cromarty Magellan

an all-Tasmanian entrant in the 2016 Sydney Hobart

Cromarty Magellan is a one-off timber cruiser/racer designed by Walter Knoop, built in 2000 by Rod Goode, of Huon Yachts, and Dick Knoop.

The boat's overall dimensions are: LOA of 11.98m, beam of 3.75m, draft of 2.3m; and a dry weight of 6.3T means that, while not overly light, *Magellan* is lighter than most production fibreglass cruiser racers of this length. This is in spite of its 'low tech' construction. *Magellan* is a timber boat built using laminated swamp gum frames and keelson, over which western red cedar was strip planked, all glued with epoxy. Over the faired hull was applied fibreglass and epoxy and the same on the inside, between the frames. The photos on this page show some of the build process by Huon Yachts.

The deck, cabin and internal fit out is with marine plywood, with most external surfaces covered in 'glass and epoxy to minimise maintenance. Interior finish is again mostly paint, but some Blackwood and Huon pine highlights add warmth to the cabin.

The keel is a complete lead casting, and a reasonably deep draft for a yacht of this size at 2.3m hints at the split between cruising and racing which this yacht was aimed at. In the three years that *Magellan* has been under my ownership, there has been a gradual progression of the yacht's equipment and, most importantly, crew capabilities, which has led to the decision to enter in this year's Sydney to Hobart yacht race. The S2H race is one of the few Cat 1



Photos: Dick Knoop



yacht races in Australia, and as such has a very high requirement for safety equipment, boat design and crew experience before sign off and approval to start is obtained.

As part of the requirements for the S2H yacht race, the boat's stability must be checked by a naval architect to prove that an angle of vanishing stability (AVS) of $> 115^\circ$ is achieved. *Magellan* recently passed this test with an AVS of 118° , and this is noticed when racing against similar yachts that we are not too tender.

An unfortunate incident occurred recently on the Derwent during a training day, where it was planned, amongst other manoeuvres, to test the emergency steering system (a drogue). The training was progressing well then, while sailing under full main and asymmetrical spinnaker, the original rudder and stock failed completely, resulting in zero steering. The drogue was then deployed and control regained of the yacht while being buffeted by gusts of up to 40kt from the west.

Hobart's skilled marine workforce then came to the rescue and, thanks to naval architect Fred Barrett and boat builder Don Bailey of Derwent Marine, a replacement rudder was designed, built and fitted to *Magellan* in less than two weeks, just in time to allow the yacht to compete in the 2016 Maria Island race, which is a qualifying race for the S2H.

The new rudder is shown above.

The 2016 S2H race will be the first for the boat and for all but two of the crew. These two have respectively won (brother Tim on *Screw Loose* in the 1979 race) and raced across Bass Strait in shorts and tee shirts (David Cromarty on *Whistler* in the 2014 event). We can only hope for some of that luck this year!

The effort is all-Tasmanian. It's a Tasmanian designed and built boat sailed by a Tasmanian crew, supported by superb Tasmanian electrical and instrument engineers (Cromarty), riggers (Almasts) and sailmakers (Steve Walker Sails).

Boat Name: *Cromarty Magellan*
 Owner and Skipper: Richard Grant
 Sail Number: K1
 Type: Knoop 39
 Division IRC/ORC & Corinthian
 Club: Bellerive Yacht Club
 Crew Members: Greg Bradfield (2nd in command),
 Joanna Breen (Navigator), Tim Grant, John King, Alex
 McLean, Peter Brooks and David Cromarty.

All photos were kindly supplied by the author.
 The front cover photo of *Cromarty Magellan* was taken by Jim Thorpe during the 2015 King of the Derwent race.

The 72nd running of the Sydney Hobart Yacht Race, over 628 nautical miles, has attracted 100 entries with four teams from Tasmania. Follow these teams as they leave Sydney Harbour at 1300 hours on 26 December, then sail south along the east coast, with the often challenging weather conditions, until they head for the finishing line in the River Derwent. More details are on the Rolex Sydney-Hobart website: www.rolexsydneyhobart.com/the-yachts/

All yachts will be fitted with a yellow brick tracker and you can follow their progress, once the race begins, at: www.ybtracking.com/blog-full-post?id=254&title=Rolex+Sydney+Hobart+2016

THE ROLEX SYDNEY HOBART YACHT RACE 2016

Four Tasmanian entries

Alive

Sail No: 52566

Owner: Philip Turner, a Tasmanian businessman
Skipper: Duncan Hine, with a crew of 14-16 including Tasmanians George Peacock (trim), and Oliver Nicholas (primary helm).

LOA: 22m; Type: Reichel Pugh 66
Derwent Sailing Squadron



After a successful series of races in SE Asia, the blue-hulled *Alive* has returned to Australia to contest the 2016 Sydney Hobart again. Its first entry was in 2014. At 22m, it's a mini-maxi and easily reaches consistent speeds of 23-30 knots. 'We consider ourselves very lucky to have the chance to take this amazing boat in the Sydney Hobart,' said Kate Hine. '*Alive* is well suited to light winds and also to sailing direct downwind. If these conditions prevail, we will have a chance at the Tattersalls Cup.'

Cromarty Magellan

Sail No: K1

Owner and Skipper: Richard Grant
Crew: Greg Bradfield (2nd in command), Joanna Breen (navigator), Tim Grant, Dave Cromarty, John King, Peter Brooks, Alex McLean

LOA 12m; Type Knoop 39
Bellerive Yacht Club



Cromarty Magellan, a one-off wooden cruiser racer, was designed by Walter Knoop and built in Tasmania in 2000. This is its first Sydney Hobart. Look for its distinctive blue/white/aqua spinnaker (front cover). Also see pages 10-11.

Helsal 3

Sail No: 262

Owner: Paul Mara; Skipper: Paul Jackson
LOA: 20m; Type: Adams 20
Royal Hobart Yacht Club
Helsal 3 is a veteran of the Sydney Hobart and likes heavy conditions.

Maluka of Kermandie

Sail No: A19

Owner and Skipper: Sean Langman
LOA: 9.01m; Type: Ranger
Huon Yacht Club
A gaff-rigged Huon pine boat, built in 1932 and restored by the owner.



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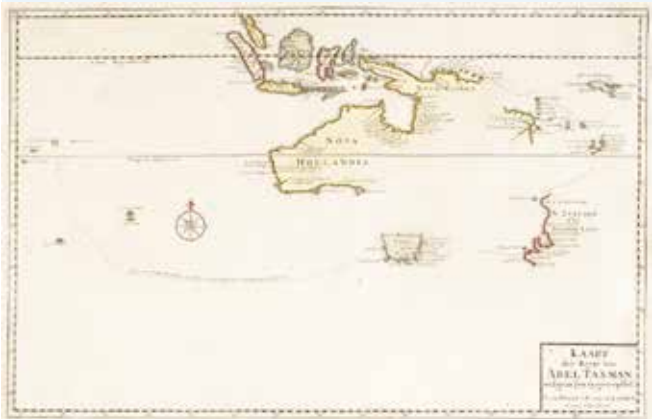


THE MyState AUSTRALIAN WOODEN BOAT FESTIVAL

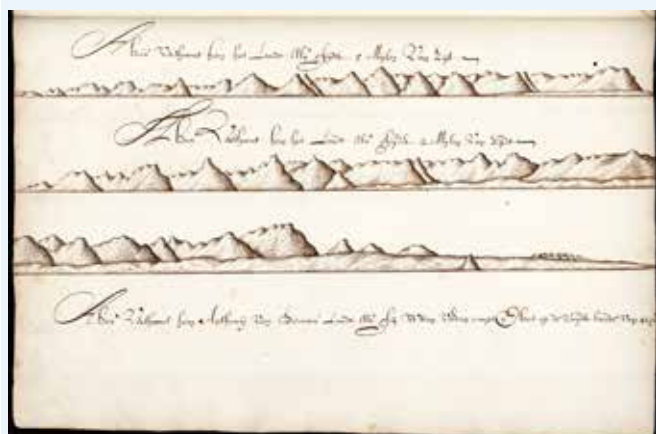
MyState



ANMM Speaker Ben Mendlowitz and *Heritage*



Tasman's journey - van Braam - Dutch National Archives



Drawings of the Tasmanian coastline 1642 - from Tasman's journal

MISSION IMPOSSIBLE — Tasman 1642

As any sailor knows, working out your position on a map is a matter of knowing your latitude and your longitude. The first one isn't all that hard to work out, if you can see the sun and the stars. The second is a little trickier. First, it relies on agreeing where that line, known as a meridian, is located. Over the centuries, it has been in several places, according to whose maps you happen to be using. Then you have to work out the difference between the time at the meridian and local time at your position. That requires an accurate clock, and there aren't many of those around in the mid-17th century, certainly not in small wooden ships bouncing around in the open ocean. GPS isn't an option either.

Your mission, Tasman, should you decide to accept it: Go looking for a new route from Europe to the rich Spice Islands of South Asia, so that the VOC (Vereenigde Oost-Indische Compagnie) or Dutch East India Company can stay ahead of its Portuguese rivals and dominate the lucrative spice trade. Sail far south into the Southern Ocean, riding the fierce westerly gales for about 4,000 nautical miles. At some point, turn north and see if you can hit the Sunda Strait between Sumatra and Java, about 1,600 nautical miles north. There's no reliable chart for the area because no European has been there. There's not even a sextant, because it hasn't been invented yet.

But Abel Janszoon Tasman set off with two small ships, *Zeehan* and *Heemskerck* in 1642, like a modern-day astronaut setting off for Jupiter. He managed to miss the Australian continent almost entirely, but sighted land unexpectedly at 42° S when he raised the west coast of Tasmania. He touched the island only briefly, naming it after Anthony van Diemen, Governor of the VOC port of Batavia (Jakarta). He saw clear evidence of human occupation, but the local Palawa people were not quite sure of these oddly-dressed and oddly-equipped strangers and they stayed out of sight.

That Tasman managed to reach Tasmania, chart part of its coast, then sail on to New Zealand and Tonga, returning finally to Batavia is an enduring feat of seamanship.

Learn more about the Tasman voyage through two linked exhibitions at the Tasmanian Museum and Art Gallery (TMAG). The first 'Through Tasman's Eyes' compares seventeenth-century charts and seascapes with modern GPS locations and photography. It opened on 6 December 2016. A larger exhibition on the Early Dutch Explorers will open at TMAG for the AWBF, from 10 February 2017.



The Tasmanian Museum & Art Gallery
Open from 10 to 4 each day except Monday
Admission is free
www.tasman1642.com.au

10–13 FEBRUARY 2017 in HOBART

PLANNING THE EVENT — 2017

Planning is well underway for the 2017 MyState Australian Wooden Boat Festival (AWBF), with a lively program of events and exhibitions of interest to the maritime heritage enthusiast and to the wider community. This will be the 12th production of an event that has grown from a pleasant social weekend in the company of friends to the largest wooden boat festival in the southern hemisphere.

Highlights include the prestigious **ANMM International Wooden Boat Symposium**, sponsored this year by the Australian National Maritime Museum and the University of Tasmania, featuring a top-drawer cast list of international and domestic speakers. The event is entirely free to the public at the Dechaineaux Theatre in the School of Arts in Hunter Street, running from Saturday 11 to Monday 13 February.

Among the feature vessels at the festival is the remarkable UK ship *Tenacious*, making its maiden visit to Australia this year and opening new possibilities for disabled sailors to experience true blue-water adventure. The largest wooden vessel built in England in the past 100 years, it made an exploratory visit in November and returns for the festival in early February. The gleaming 1900 steam launch *Ena* will also be with us, a testament to the superb Australian craftsmanship of another era and a remarkable restoration. *Ena* has a long Tasmanian history under her previous name, *Aurora*. The magnificent three-masted barque *James Craig* will be with us, too.

The Dutch Project is an ambitious plan to celebrate the 375th anniversary of a remarkable navigator and explorer's visit to the island that would one day bear his name. In cooperation with the Dutch Government and sponsors Damen and the Allport Bequest, AWBF 2017 will present a remarkable exhibition on the early Dutch explorers in two parts at the Tasmanian Museum and Art Gallery. A keen team of Dutch boat builders has already arrived to start work on a Dutch design sailboat at the Franklin Wooden Boat Centre, with generous support from Hydrowood, Blundstone and the Dutch community in Tasmania.

The Tasmanian Seafood Industry Council has big plans for their largest exhibition to date, with displays on Tasmania's long history of commercial fishing, the modern seafood industry and a brilliant Seafood Theatre with some of Australia's top chefs to show you how it's done.

www.australianwoodenboatfestival.com.au

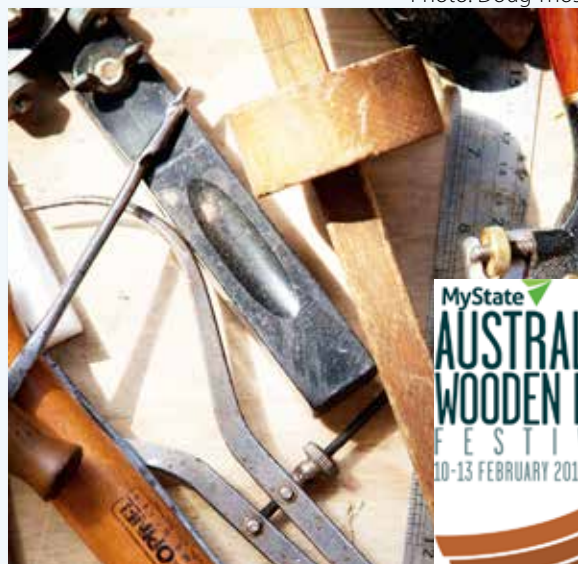


Kingdom of the Netherlands



STV *Tenacious*

Instruments (below) on display at ANMM wooden boat symposium
Photo: Doug Thost



All images courtesy AWBF, Inc.



Bookend Trust

... inspiring new Tasmanian explorers

The Bookend Trust is a home-grown Tasmanian education program with the aim of inspiring students of all ages with the wonders of the world around them. The program uses Adventure Learning techniques that provide students with both online and real life expeditions to engage them in communicating their experiences to the wider world.

Bookend has expanded so dramatically in recent years that giving a quick overview of all its projects is no easy task. However, given Tasmania's island status, it's not surprising that many of these have a maritime theme.

Expedition Class, for example, is a unique and award-winning interactive online interface where students can follow expeditions live on the ground as they are happening, and interact directly with expeditioners and supporting experts through a satellite feed as the work is underway.

This has included a coastal management survey kayaking 5,000km through rough seas and crocodile infested waters to traverse the full north-south extent of the Australian continent, a circumnavigation of the Tasmanian coast to undertake marine debris surveys with participating schools, and being marooned (by choice) on a small island off the coast of Papua New Guinea to investigate the science of survival through the sustainable harvest of existing natural foods. All of these adventures have teacher curriculum guides and student workbooks and are accessible online.

Sometimes these adventures link to the work of larger scale scientific expeditions, such as a recent voyage survey of underwater volcanoes undertaken by researchers from the Institute of Marine and Antarctic Studies (IMAS). Similarly, the **Tasmanian Albatross Fund**, administered by Bookend, provides support to necessary on-ground research while also providing a conduit between researchers and school students.

There are also opportunities for students to get their hands dirty. High school students have investigated

Maria Island first hand, and used the experience to create an interactive App for future visitors. Bookend has been a long time supporter of the South West Marine Debris Cleanup, and is about to re-launch its successful **Coastwatchers** project to engage students with cleaning beaches in their local area.

Each summer, Bookend runs the **Antarctic Experience**, where selected high school students visit the Australian Antarctic Division, IMAS and the CSIRO to hear directly from the scientists who work in Antarctica. This is then followed by a flight over Antarctica itself. One way students can win a berth on this program is through the **Research a Researcher** challenge, where students need to write a profile on someone working in this field.

Other projects include **Fiji Power**, an Australia-wide competition for students to create renewable energy solutions to replace failing power supplies for remote Fijian medical centres. The prize: an opportunity to travel to Fiji with the engineers who will install these solutions on the ground.

It's not just students who get these opportunities. Teachers can also claim berths on the Fiji and Antarctic trips, and special professional development opportunities for teachers have been held on Maria Island, on the albatross project, and as part of the marine debris cleanup.

Last but not least, one of Bookend's biggest projects to date is the documentary **Sixteen Legs**. Although this focuses on cave biology in Tasmania, it also has a maritime component: biological patterns forged



Snug Primary cleaning beaches as part of Coastwatchers



David Dieckfoss (left) runs Bookend's Antarctic Experience and Fiji Power projects

Australian and Fijian teams (below) on the ground for Fiji Power

All images courtesy of Bookend Trust

through the millions of years of separation due to continental drift, and the surprising characteristics of species that have persisted through it.

Bookend was initially started by scientists who felt privileged to have had the experiences their careers gave them, and wished to pass similar opportunities to others. They were helped in this by the late author Bryce Courtenay and Australian economist Saul Eslake. International best-selling author Neil Gaiman is also an ongoing patron of the program.

The program is housed within the Pennicott Foundation (the philanthropic arm of Pennicott Wilderness Journeys) and works closely with the Tasmanian and Australian Departments of Education, as well as the University of Tasmania through both IMAS and the School of Biological Sciences.

Bookend's innovative blending of education and outreach has won substantial awards and accolades, including community outreach awards 'for creating lasting and positive community impact' from the Banksia Foundation and the United Nations Association of Australia, being named *Australian Geographic's* 2012 Conservationist of the Year, and its Education Manager, Andrew Hughes, being named the 2013 Tasmanian of the Year.

In presenting its 2012 World Environment Day Award for Community Engagement, the United Nations Association of Australia said: 'The judges selected the Bookend Trust from a very strong field because the program is strongly grounded in the community and is achieving inspiring environmental and personal outcomes for participants and the broader community. It is a positive example of an engaging educational model that could be applied more broadly, and the program's motto: ***we need to inspire, not terrify the next generation*** is one we should all embrace whole-heartedly.'



An overview of Bookend's work can be found at <http://www.bookendtrust.com/about-bookend-trust>

and Bookend's school portal is at www.expeditionclass.com

It is well worth a visit!

ORIGINS OF THE HOBART REGATTA



Photo: MMT Collection

While most people know of the Royal Hobart Regatta which began in 1838, not many realise that there were a number of events held earlier than this—many of considerable size and importance.

On 30 December 1830, there was an amateur boat race to Sandy Bay which marked the beginning of the Regattas in Hobart. One boat was manned by six gentlemen and the other, Captain Shuttleworth's gig (from *Resource*) was manned by four of his seamen. The latter boat was extremely light to make up for the difference in numerical strength in the respective crews. The amateurs won. The river was crowded with boats, and very large crowds were assembled on the old and new wharfs. The *Launceston Advertiser* understood there were to be several other boat races undertaken in the course of the season.¹

The rules for another regatta, which occurred on 19 February 1831 were:

- boats 16 foot and under have no restrictions on the number of sails or masts
- only amateurs to steer
- an oar or boathook must not be used in putting off
- all boats to pay one sovereign

Amateurs were defined as all persons who didn't get their livelihood by manual labour. The race was to start from moorings in a line from Walker's Hill to New Wharf, sail around a boat moored in the river, then sail back to the start.

- all boats to be given a small distinguishing flag with a number on it which would give their starting position
- all coxswains to draw the numbers
- all disputes to be decided by the members of the Arrow Club who are appointed as umpires
- regulations of the Plymouth Royal Clarence Regatta Club are to be adopted.²

A second regatta, held on 22 August 1831, aroused a high degree of interest because first prize was a thirty-foot boat built by Mr Callaghan of New Wharf. Second and third prizes were cash. Entry was £1.

- all boats to be present by 10am off Battery Point for an 11 o'clock start.
- all boats to proceed twice around boats moored off 'Sam's, Chaffey's and Battery Points'.³

- any boat under thirty-foot overall can enter and carry whatever sail the owner pleases.

The *Hobart Town Courier* (27 August) was more expansive describing 'as if by one united consent throughout the town a holyday (*sic*) seemed to be determined. About 11am the whole of the military moved forward to Macquarie Point where a *fié de joi* was fired; and, marching and counter marching, they figured away in grand style. The Battery and Flagstaff were crowded with spectators, while every boat that could be obtained was had in requisition. The Port Officer, Lieutenant Hill RN, was in every place making the necessary preparations. The Royal Standard was flying at the Flagstaff while every ship in the Harbour was dressed in its colours with streamers waving in the wind.'

At about 12 o'clock the Battery fired off a general salute under the immediate direction of Hill. '... the tremendous echo and thundering clap of the hills threw back their sonorous peals from one to the other as if 10,000 broadsides were amongst them, while the gazing spectators listened with anxious and electric pleasure.'⁴

The government cutter *Charlotte*, Captain Jackson, with pendant flying looked conspicuous, having a large number of ladies and gentlemen aboard. In the seaview of Government House 'was a splendid collection of the beauty and fashion of the day.' At 1 o'clock the signal gun was fired. The Band of the 63rd had come round to Mulgrave Battery. The mosquito fleet beautifully arranged itself in a line to the moorings. Soon after the second round of guns, the 13 competitors cast off.

On the opposite side of the Derwent, at Kangaroo Point, was a boat with a flag flying, round which the racing boats were to proceed. Near Sandy Bay was another for the same purpose. The Port Officer on the government barge competed in the early part of the race, and 'the gentlemen amateurs in their fancy shirts, displaying their elegant boatmen-like appearance, endeavour[ed] by every exertion of skill to obtain the smiles and favours of the fair and lovely race of men's happiness and delight.'⁵ The race was won by *Wave*, Mr Peter Buchanan, in about an hour and a half.

On 11 January 1832, the *Colonial Times* commented that the 'young men of the Arrow Club have at last found a crew that are very desirous of stripping them of their long worn laurels.' Six amateurs with a boat belonging to Mr Frankland have challenged the Arrow Club to a two-mile heat worth from £10-30. This is yet to be decided.

Another race, initially scheduled for November, was moved to the following February in honour of the Queen's birthday. It became the 'Grand Regatta' under the patronage of Governor Arthur.

THE GRAND REGATTA.

By Desire and under the Patronage of
Lieutenant Governor Arthur.

IN Honor of the Birth-day of Her Majesty, the Queen, this National Spectacle will POSITIVELY take place on FRIDAY NEXT, and will consist of the following Sailing and Rowing Matches:—

SAILING MATCH.

Between Boats either Colonial built, or Colonial property, not exceeding 30 feet over all:—

First Prize, £25; Second, £15; Third, £10.

The Boats to sail from the Battery round a flag-boat moored off Davidson's, Kangaroo Bay, then round another flag-boat, stationed off Sandy Bay Point, and from thence to the Battery.

Whale Boat Rowing Match,

Manned by any Crews.

First Prize, £20; Second, £15; Third, £10.

To start from the Battery, proceed round a boat moored off Davidson's, and back to the Battery.

Rowing Match by Gigs.

First Prize, £15; Second, £10; Third, £5.

Either 4 or 6 oars. Manned by Amateurs or regular seamen. Distance same as Whale Boats.

The first race will commence at eleven o'clock precisely. All proprietors of Boats proposing to start will be required to enter with the Port Officer, before Four o'clock TO-MORROW, when the particulars of the arrangements for the following day will be made known.

⁶ *Colonial Times*

Fees for sailing boats were 15 shillings, for gigs 15/- and for whalers 10/-.

Due to bad weather the event was delayed until 24 February. The *Colonial Times* of 29 February commented it could not remember so many ships in the Harbour and decorated in the most beautiful manner with flags of every description even though the weather was unfavourable.

The first race, the six-oared galleys, was won by Mr Frankland (The Surveyor-General's brother) steered by Lieutenant Hill and manned by his own boat's crew. The gentlemen of the Arrow Club manned by a picked crew of whalers came second, and Captain Dance's new boat manned from HMS *Sulphur*, was third.

The second race, for four-oared gigs, was won by *Wave's* gig steered by Mr Young, followed by *Auriga's* gig, then Mr Melville's newly built gig.

The third race was the whale boat race. Although there were ten entries at the start, only six competed because outside Government House was very congested. It was won by Mr Chamberlayne, followed by Mr Watson and Mr Lucas. Several fresh contests were expected to take place in the following week as Mr Lucas claimed Mr Watson had an unfair advantage at the start. The sailing match was adjourned to the following Monday due to bad weather. Fifteen contestants took part, including a whaleboat with a jib, two shoulder of mutton sails, a false keel and an outrigger. *Wave* won the match, closely followed by the boat from *Sulphur*.⁷

In March 1833 came the first of several ads from James Kelly calling on payment from members of the Arrow Club for *Arrow*. He stressed the advertisement would not be inserted more than nine times.⁸ By the next month the advertisement had become much sterner in tone adding that the boat had been purchased two to three years ago but still hadn't been paid for, and that Kelly would take it back with all its gear provided he received its beautiful blue flag pierced with arrows. He added if this request was not acceded to or the cash not paid down he would publish a list of the club members which he stated 'Won't be a pretty go.'⁹ He added that *Arrow* seemed to be turned out of the Marine Department and was lying in Macquarie Street as a seat or resting place for the Government's boat crew. By 19 April he had inserted a notice with thanks that *Arrow* had been paid for.¹⁰

Why the naming of members of the group proved such a threat doesn't make sense—unless it was a group which included government officials. This is indicated by the position of the boat and the involvement of the Port Officer and his boat crews in the regattas.

The Queen's Birthday Regatta became the Derwent Regatta for February 1834. The Derwent Regatta subscribers met at the Commercial Hotel on 11 February. (Chairman, Thomas Hewitt; Vice Chairman, James Kelly; Secretary, J Wilson.) Prizes for the four-oared gigs would be £25, £20 and £15 respectively. The sailing boats would all start together. The first deck boat of 28 foot or under would win £25; the first open boat 28 foot or under: £25; and the first boat with a keel under 18 foot: £15. Entry would be £1.

Two bands of the 21st Regiment played favourite English airs ashore, and a brass band played on one of the schooners. The scene was set with boats all around the Battery, bands playing, guns firing as each successful candidate arrived. There was a splendid party aboard, which Governor Arthur and 'a great proportion of the belles of the town attended.'¹¹ Captain Kelly gave a most excellent picnic to the numerous and respectable company on board his brig, *Mary and Elizabeth*.

Origins of the Hobart regatta (cont.)

The whale boat races, won by *Parrot*, displayed the muscular strength of the crews; it took only 38 minutes to complete a race of eight miles with a sea on. These races were followed by others for small class sailing boats, large class open boats and decked boats.¹²

The Regatta Dinner was held at the Commercial Hotel where 'owing to a good feeding on board all the vessels, a small company of 30 attended. The most splendid repast was laid out with every delicacy of the season and wines of supreme excellence were in profusion.' (There were 11 toasts.)

In the aftermath of the regatta, the press claimed there was no point in a gig race filled by amateurs. The building of these boats should not be encouraged as they were not as safe as the whale boats. In April 1834, a letter was published with the pseudonym 'Captain of the *Hay Rick*' complaining that the regulation that boats were not to throw ballast overboard made some competitors ineligible but not *Wave* although it too was guilty.¹³ Some boats had also jumped the starting gun which was fired from Captain Kelly's vessel, *Mary and Elizabeth*, but no action was taken. He proposed a perpetual regatta to try to overcome some of these problems. The *Colonial Times* on 4 April commented that the supporters of the regatta were mainly merchants and traders, none of the 'aristocracy' participated, apart from the Bank of Van Diemen's Land, and that surely a 5/- subscription shouldn't be begrudged.

Another regatta was scheduled for 30 November 1836. There was one race of 12 boats with a boat from *Henry Porcher* first, one from *Awick* second, and Mr Evan's boat third.¹⁴ The *Colonial Times* said it 'was all but a complete failure. The colonists are so dispirited that nothing now seems capable of moving them to exertion. Public places of amusement are like places of lamentation, the spirit of the Independent Colonists has gone from them. We hope and trust Sir John Franklin will arouse the people from lethargy.'¹⁵

References

- ¹ *Launceston Advertiser* 17 January 1831 p24
- ² *Colonial Times* 11 February 1831
- ³ *Colonial Times* 8 August 1831 p1
- ⁴ *Hobart Town Courier* 27 August 1831 p3
- ⁵ *ibid.*
- ⁶ *Colonial Times* 22 February 1832 p1
- ⁷ *ibid.*
- ⁸ *Hobart Town Courier* 15 March 1833
- ⁹ *Hobart Town Courier* 5 April 1833 p3
- ¹⁰ *Hobart Town Courier* 9 April 1833 p3
- ¹¹ *ibid.*
- ¹² For full results see *Colonial Times* 4 March 1834 p4
- ¹³ *Colonial Times* 4 April 1834
- ¹⁴ *Hobart Town Courier* 16 December 1836 p2
- ¹⁵ *Colonial Times* 6 December 1836 p6



Image: Commons

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Aerial view of the Derwent Light

Photo supplied by the author

THE DERWENT LIGHT ... a troublesome light

Shortly before sunset on 27 April 1827 the ship *Hope*, en route from Sydney to Hobart, ran aground in seven feet of water between Betsey and Iron Pot Islands. Passengers and crew were saved but the ship was wrecked on what is now known as Hope Beach. Governor Arthur ordered that a lighthouse be erected to guide ships away from danger.

At the time of Federation, the Commonwealth Government took over the control of coastal lights around Australia while leaving the lights leading into port to the States, and decreed that the Derwent Light, as the Iron Pot Light was now known, was a coastal light and therefore under its control. The 1911 Lighthouses Act stipulated that vessels were required to pay 8d per ton for passing the light. In the early 1920s the great steamers arriving from London, New York, Cape Town were dismayed to find they were now charged many times the sums they had been paying before Federation. They started to give Hobart a miss. Tasmania remonstrated with the Commonwealth, but to no avail.

The Federal Government didn't accept that Tasmania had different needs for shipping legislation than the mainland States, a position the Tasmanian Government interpreted as the Commonwealth favouring the mainland States. Tasmania saw the Commonwealth slowly strangling its economy as more and more shipping companies moved to cut out their visits to Hobart. The fortnightly link with the world, of which importers and exporters made good use before the First World War, was slowly being choked to death. By 1924 Tasmania had lost most of its shipping, and its docks were in decline.

When the Norwegian Ross Sea Whaling Company considered using Hobart as its base for Antarctic whaling operations, it learned with pleasure that the Act exempted vessels designed to pursue whales from paying light dues. The arrival of the fleet of one factory ship and five whale catchers in November 1923 was greeted with enthusiasm by the State Government. A red carpet reception was put out for Captain Carl Larsen and his crew, for Tasmania's economy could not afford to miss any opportunity for building a new commercial enterprise, and whaling was something Hobart had previously been good at.

Alas, a hawk-eyed Commonwealth lawyer spotted that the Act's exemption applied only to ships actively engaged in whale hunting and not to those engaged in supporting whale catchers or processing oil. The Act was soon changed to close this 'loophole' and when Captain Larsen returned to Hobart in November 1924 he was required to pay a substantial sum in light dues. He argued and fumed but the Commonwealth was implacable. Hobart's citizens saw this as yet another example of the Commonwealth's disregard for Tasmania's special maritime needs. Larsen vowed to transfer his southern base from Hobart to Stewart Island in New Zealand and it appeared that Hobart's twentieth-century whaling days were over.

At the conclusion of the Norwegian debacle in November 1924, the Minister responsible for the Act visited Hobart to find a deputation waiting for him at the Customs House. The Port's Master Warden, Mr Thomas Murdoch, was a staunch defender of States' rights and was engaged in number

A troublesome light (cont.)

of maritime discussions with the Commonwealth—the Derwent Light was high on the agenda. He had stumbled on an unpublicised Commonwealth decision to exempt trading ketches in Port Phillip and Port Jackson from paying light charges, but no such exemption had been extended to Hobart. Mr Murdoch made it known he was aware of this, and pressed his advantage.

The Tasmanian deputation proposed that the Port of Hobart be redefined to include an arc from Cape Raoul to Southport Island, effectively bringing the Derwent Light within the governance of the Port. Murdoch argued that if the Commonwealth wished to keep the light it would have to take over responsibility for all leading lights within the 12-mile radius of the Derwent Light, including those at One Tree Point, Long Bay, Hope and Huon Islands. He reasoned that since any ship leaving the Port would immediately come under the legal influence of the Derwent Light all the lights from Iron Pot Island to the Port should be treated alike.

The Commonwealth knew it had acted inappropriately by not including Tasmania in the trading ketches deal and was now forced to concede on the issue of the Derwent Light. It agreed to Murdoch's proposal and returned the light to Tasmanian ownership. From that day onwards no ships passing the light have had to pay light charges.

As luck would have it, a newly formed Norwegian whaling company, Polaris Whaling of Larvik, picked up where Larsen left off. For five years from 1926–1931 it operated a successful, and highly profitable, Antarctic whaling enterprise out of Hobart until 1931 and employed many young Tasmanians.

And it never had to pay one penny in light charges!



Thank you

to all who contributed to our magazine: those who researched and wrote the articles and the regular features; our sponsors, advertisers and donors; the book reviewers, the photographers, editors, proofreaders, designers, printers, sorters and posties.

It's a team effort! Thank you, everyone.

We hope you enjoy this Summer edition of the *Maritime Times of Tasmania*.

MARITIME MUSEUM OF TASMANIA

2017 lunchtime talks

will be held on the **FIRST TUESDAY** of every month, except January.

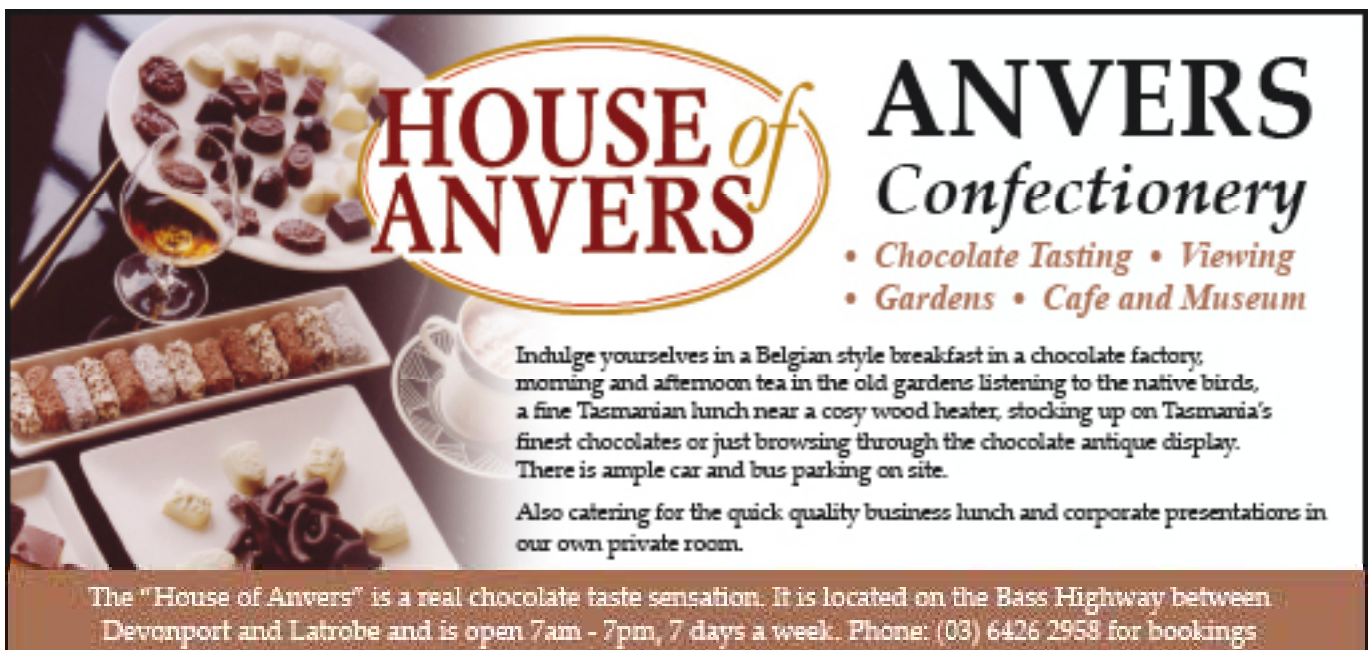
7 February 2017

— Andrew Wilson: 'Old Sea Dogs'

7 March 2017

— tba

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book reviews

The 27th book written by Bellerive historian John Sargent returns to one of his favourite topics—the trans-Derwent ferry and its importance in the lives of Eastern Shore residents. While the vessels themselves have been thoroughly documented previously by John, Dave O’May, George Cox and others, this book puts them in context by providing a social history based on people’s memories, diaries, newspaper reports and other sources. It covers two centuries, from the granting of the first ferry licence on 12 December 1816 to the present day, and looks ahead to a possible revival of ferry services in years to come.

The memories preserved for posterity make fascinating reading. MMT President Kim Newstead is among those quoted, and I was particularly amused by John’s personal memory of a crossing on *Matthew Brady* when the Tasman Bridge was down. Not having enough ready cash for the full fare, he was told that he could make up the difference next day; however, the ferry slowed in mid-river, and it was announced over the PA that ‘This is where John Sargent gets off as he has only paid half the fare!’

The Bellerive and Lindisfarne/Rose Bay ferry routes are well covered, and mention is made of more recent operations by the Roche family, Peter O’May, Tony Coen and Peter Fell, together with Rodney Howard’s water taxis.

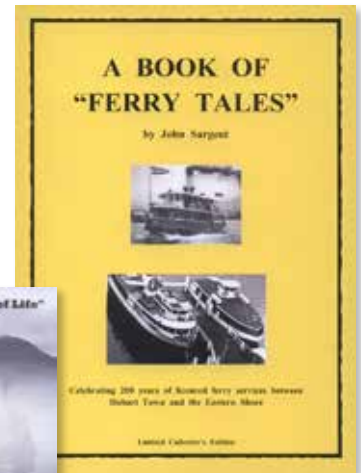
A bonus with this limited edition publication is a set of five postcards depicting O’May ferries. The book itself is well illustrated (look out for the photo of an unusual—though very topical—float entered by Bellerive State School in a 1951 street parade).

A BOOK OF FERRY TALES and accompanying DVD FERRIES: A WAY OF LIFE

by John Sargent (2016)

ISBN 978-0-9585284-5-0

paperback, 169 pages



The DVD runs for 35 minutes and follows a similar theme, with John as narrator and interviews with ferry users and operators. Its story ranges from the restored *Admiral* to the ‘Bushranger’ fleet of the 1970s, and to present day activity when cricket patrons are ferried across the river by vessels diverted from other activities. Footage includes a tantalising glimpse of the vehicular ferry *Lurgurena* on colour film, as well as black and white film of cars being loaded aboard it. The various jetties are also featured, that at Rose Bay being a much more substantial structure than I had imagined.

Both the book and the DVD fulfil their purpose admirably. They are enjoyable and informative, great additions to our local maritime history.

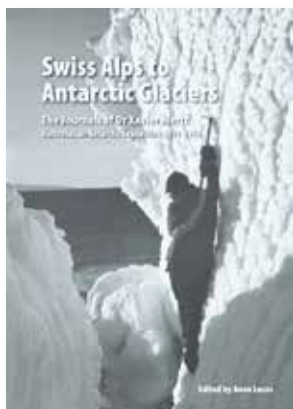
SWISS ALPS TO ANTARCTIC GLACIERS

The journals of Dr Xavier Mertz

edited by Anna Lucas (r. 2015)

paperback pp xiv, 206

ISBN 978 0 9925623 1 1



Xavier Mertz was a Swiss business lawyer, a ski expert, and a keen mountaineer and photographer, who joined Douglas Mawson’s Australasian Antarctic Expedition in 1911. He wrote of his voyage from London to Hobart, his stay in Tasmania, the trip to Antarctica via Macquarie Island, and of his experiences there. He described life with the scientists at the windswept base at Commonwealth Bay (in the original Mawson’s Huts), his

sledging expeditions, and the importance of festivities as the men battled through the long dark Antarctic winter, with no communication with the rest of the world. He composed the essay ‘Memories of the Alps’ describing his ascent of Mt Blanc (4810m) for the expedition’s newsletter. Many of the photographs in this book were taken by Mertz.

His handwritten original notebooks have disappeared and the book’s introduction explains the reconstruction of his journals from imperfectly typed transcripts. Concluding chapters trace events after his death near the Mertz Glacier in Antarctica, aged 30. His was a short, adventurous life and he made a significant contribution to Mawson’s expedition. The book will appeal to readers interested in maritime or Antarctic history, mountaineering or extreme adventure.



Our inspiration is Clio, the Muse of History, one of the nine Muses of Greek mythology. She is usually depicted with a set of scrolls.

The books reviewed on this page are available in the bookshop at the Maritime Museum.



notes from the curator

The Zealandia Bell

This rather lovely new addition to the Museum's collections was recently purchased at auction thanks to our Sydney benefactor, Commander David Hamilton. It came from the steamship *Zealandia* built in Scotland for Huddart Parker in 1910.

For many years during the 1920s and '30s *Zealandia* ran regularly between Sydney and Hobart, carrying both passengers and cargo. Hobart's waterside workers unloaded general merchandise from Sydney and filled the ship up with Tasmanian produce including wool, jam and fruit—as well as fresh fish and crays for the Sydney fish market. In fruit season, apples were loaded at Port Huon.

Occasionally during summer stop-overs *Zealandia* became a cruise ship, making weekend excursions to Port Davey, Port Arthur and Coles Bay. Perhaps the bell was used in deck games, to call passengers to dinner—or maybe it was one of the 'handsome prizes for patrons at the *Zealandia* Ball'. These popular events were held regularly in the 1930s, no doubt inscribed on many social calendars and a welcome distraction during the Great Depression.

Zealandia's crew organised balls held at Hobart's City Hall and on board the vessel at Hobart and Port Huon. (Four hundred patrons attended Port Huon's ball in 1933.) The events raised money for charities including the Tasmanian



Consumptives' Sanatorium, Shipwrights Point Regatta grounds and the Geeveston Unemployment Fund.

The cruises held between 1933 and 1935 were also successful, but perhaps not financially viable since they ended after only three seasons. The first one to Port Davey and Port Arthur was a sell-out carrying 278 passengers, including 21 Sydneysiders. Also on board was a film crew and Tasmania's Director of Tourism, Mr ET Emmett, ever keen to promote Tasmania's scenic attractions. Amid fluttering streamers, they set off from Hobart to the sounds of the Cygnet Joy Spreaders playing a lively fox trot. Dancing soon commenced as they proceeded

down the Derwent under a fine evening sky. Next morning after anchoring in Port Davey they could admire the scenery, play deck games or transfer to the fishing ketch *Jane Moorhead* for an excursion to Bathurst Harbour.

The last *Zealandia* cruise, in 1935, struggled to attract enough passengers with only 100 signing up. They still had a wonderful time, swimming at the beach (and in *Zealandia's* pool), climbing Mt Amos to see Wineglass Bay, visiting the granite quarry and enjoying on-board games. Night time festivities were augmented by the addition of 100 extra guests from Coles Bay and Swansea who were ferried out to the anchored ship—and once again the Cygnet Joy Spreaders lived up to their name!



Souvenir Programme for the Plain and Fancy Dress Ball given by the ship's company TSS *Zealandia*. The City Hall, Hobart. Monday December 1, 1930.

Image: Sydney Heritage Fleet Library

Cruising on Zealandia



Port Davey cruise (above). Passengers leaving on *Jane Moorhead* to visit Bathurst Harbour. *Zealandia* is in the background. Photo: Mercury Slide 16967 B561A



Diving from the jetty on a Coles Bay cruise. *Zealandia* is in the background. Photo: Mercury Slide 18835 B585



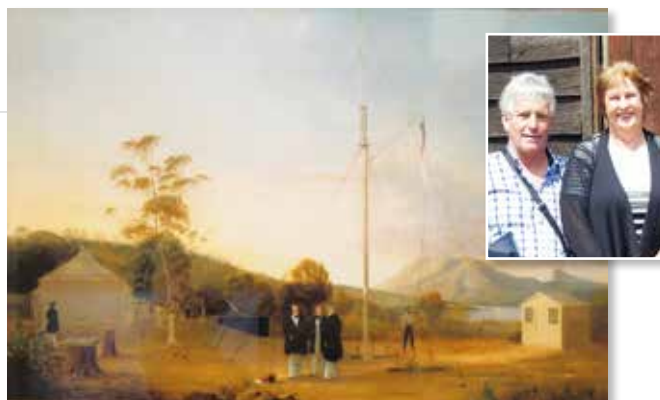
Deck games on a Coles Bay cruise (right). Photo Mercury Slide 18829 B585

high and dry

I am a firm believer in serendipity. That pleasant surprise that comes from an unexpected happening or a discovery by accident, but where a series of events have perhaps led to the happy conclusion. Significant moments of serendipity have occurred throughout history, take for instance Alexander Fleming's accidental discovery of penicillin in 1928. Yet, for me, the great moments of serendipity are when we, as individuals, come across connections or associations important to our families or family history, that we had not expected in the slightest.

Well, we had one of those moments of serendipity recently in the Museum. Two visitors from Feilding on the north island of New Zealand, Janette and Don Cooper (pictured), were doing the tourist thing and decided to visit our Museum. Janette was examining the painting of the Rossbank Magnetic Observatory (c.1841) and was excited to find the reference to the three naval captains in the centre of the image—Sir John Franklin, Francis Crozier and James Clark Ross. Janette is related to Francis Crozier! This discovery led to a discussion with me about the Rossbank Observatory.

Rossbank was established in 1840, near the Botanical Gardens on the Queens Domain. It was set up, as part of a global scientific experiment, by polar explorer James Clarke Ross, and was one of the first observation sites established to measure the earth's magnetism. Ships were also dispatched from Hobart tasked with finding the South Magnetic Pole.



Rossbank Observatory by Thomas Bock c. 1841 TMAG Collection

Janette and Don were able to visit the original site of the Rossbank Observatory and some of its buildings that still remain in the grounds of Government House. We were able to put them in touch with TMAG who have the original painting, so they can get a digital copy. This excited Janette even more!

Many readers will know of Crozier through his association with Arctic and Antarctic exploration. He sailed with Ross on a number of occasions, including their expedition to Antarctica with HMS *Erebus* and *Terror* (1839-1843). From a Tasmanian perspective, he is well-known for his role as captain of HMS *Terror* on Franklin's 1845 expedition to find the Northwest Passage. After Franklin's death in June 1847, Crozier took command of the expedition. His fate, along with the other expedition members still remains unknown. The wrecks of the two ships, have recently been found off King William Island. Hopefully these discoveries will shed light on one of maritime history's greatest mysteries.

knot so hard

A series by Frank Charles Brown

No. 41 The Whatnot

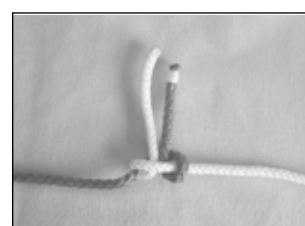
This is an intriguing knot. It is one of the simplest that can be used to join two ropes and has an interesting property depending on the position of the ropes within the knot.



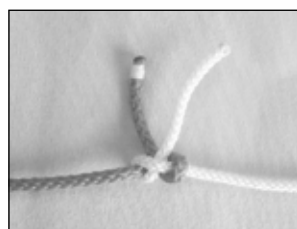
1 Lay out the ropes.



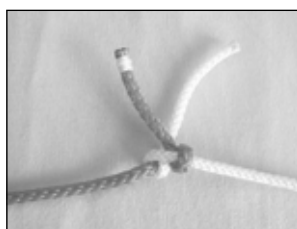
2 Make a Half Hitch with each Working End.



3 Take up the slack and bring the two Half Hitches together.



4 Twist the two Working Ends. This results in one form of the knot.



5 Now twist the Working Ends in the opposite direction to create the other form of the knot.

Editor: Frank Brown and his wife, Lynn, have recently relocated from Hobart's eastern shore to the central coast of New South Wales, to be closer to family and for winter warmth. We thank Frank for his work over the years in the Maritime Museum library and as a member of the *May Queen* maintenance crew, and we wish them both well in their new home

6 Test the stability of each form by hauling on the Stranding Parts.



from the galley



Riverside Picnic

MMT Collection

The word picnic is derived from the French *pique-nique*, and originated in the mid-eighteenth century. It denoted an event, usually indoors, at which each guest contributed a share of the food. At some point in the nineteenth century, the word became associated with the casual, outdoor meal more familiar to us today. The informal sociability of eating outdoors in a group at picnics and barbecues is somehow missing when constrained by the table, chairs and crockery of dining at home, or in a restaurant, and it seems that the BBQ is generally today's picnic of choice.

In my mind, the word picnic conjures up images of sunshine sparkling on crystal clear streams bounded by flower filled meadows, or woodland glades bursting with bluebells or primroses. There would be a chequered rug spread with sandwiches, buns and luscious fruit, washed down with homemade lemonade. Not that I've actually ever been to a picnic like that. Most of the picnics of my childhood would've been spent in the lee of a breakwater on a shingle beach, trying to keep sand out of the sandwiches and sitting on everything to stop it blowing away. On our irregular seaside holidays we would stay in the kind of guesthouse that shooed you out straight after breakfast and wouldn't allow you back in until after dinner. Bed and Breakfast meant just that! I remember one particularly rainy week on the Isle of Wight where most of our picnic lunches, assembled in the bedroom the night before, were eaten in strategically located bus shelters while we criss-crossed the island on buses looking for things to do indoors.

The first BBQ we attended after arriving in Tasmania was a bit of a let down. We stood on the deck and paper plates of meat grilled in the kitchen were passed to us through the window. I'm not a very competent barbecue-er. Burgers seem to stay sullenly pink inside and sausages turn to charcoal sticks if I so much as turn my head away. I'm envious of other people's culinary imagination. I've seen, or rather smelled enviously from a distance, beef teriyaki sizzling away, and someone in a Hobart park last week cooked a whole hotplateful of delectable thinly sliced fried potato. My brother-in-law in Guernsey BBQs scallops, wrapped in a milk-filled foil parcel.

But I guess, the point is that the food, whether grilled on the BBQ or packed in Tupperware, is merely the excuse to gather in the sun with a sociable group of friends or family.

CHERRY AND PISTACHIO TERRINE

- 10 rashers of thin bacon
- 1 tblspn olive oil
- 1 small brown onion
- 1 clove garlic, crushed
- 1 tblspn chopped fresh sage
- 500g pork and veal mince
- 1 egg lightly beaten
- 1/2 cup stale breadcrumbs
- salt and pepper
- 1/3 cup pistachios, toasted
- 1 cup cherries pitted (or tin, drained)
- 250g chicken tenderloins
- 1 tblspn red currant jelly

Line a shallow baking dish with baking paper.

Heat oil in a small frying pan, cook onion and garlic till soft, then add sage.

In a large bowl combine onion mix, mince, egg, breadcrumbs, and salt and pepper. Mix well. Add nuts and cherries.

Shape half the mixture into an 8cm x 24cm log in baking dish. Place tenderloins lengthways down centre, then top with remaining mix. Use only streaky ends of bacon, layer over log, tucking ends underneath. Pat into round. Brush with red currant jelly. Bake in a moderate oven for 45 mins or until cooked through. Can be brushed with more jelly during cooking. Leave to cool. Serve cold with salad.



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Cruise ships in port this Summer

Queen Mary 2 (length: 345m), seen here in Sydney, is due to visit Hobart for the first time in February 2017. With *Ovation of the Seas* (348m), it is one of the largest ships to visit.

Pacific Eden, seen here in Sydney, is due to visit Hobart for the first time in January 2017. It will also call at Burnie. Photos: R Cox



Noordam in Hobart

Photo: R Cox



Welcoming *Radiance of the Seas* to Hobart (EDA January 2017)

Photo: R Cox

More details at www.tasports.com.au/port_services/arrivalscruise.html