

Maritime Times *of Tasmania*

Our maritime history & present day news.

No 61 Summer (December) 2017.

\$2.50 where sold.



Oskana
Michael Pritchard's Cookson 50
is a Tasmanian entrant in the
2017 Rolex Sydney Hobart race.

Photo: © Peter Watson

Summer!

THE ROLEX SYDNEY HOBART YACHT RACE – CRUISE SHIPS IN PORT

THE WESTCOASTER – NEW ANTARCTIC ICEBREAKER

CARNEGIE GALLERY EXHIBITION – ACROSS FIVE DECADES

Photographing the Sydney Hobart Yacht Race – by Richard Bennett



Maritime Museum of Tasmania

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The Committee also includes representatives from external organisations: Alderman Eva Ruzicka (Hobart City Council), 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 issue is 15 February 2018



from the president's log

by Kim Newstead

Dear Members and Friends of the Museum, This year our AGM was held for the first time in the Carnegie Gallery at Argyle Street. We welcomed new committee member Philippa Scholten. The previous night we successfully launched Richard Bennett's beautifully photographed 'Across Five Decades' exhibition, which depicts Sydney Hobart Yacht Races. The official launch, undertaken by President of Australian Sailing, Matt Allen, was attended by 150 guests. This exhibition will be on display until 28 January 2018. Make sure you get to see it. For anyone with an interest in sailing it is a beauty!

We have had another excellent year and I have reproduced the bulk of my report to members for you to review the Museum's activity and progress over the twelve months from July 2016 to June 2017.

President's Report 2017

Overview - For the Maritime Museum of Tasmania the last twelve months have been a period of solid, steady growth. Your committee has met every month to consider the key Financial, Operating and Marketing pillars which then address each section of the Museum's planning and operations that must comply as a not for profit organisation across many issues and organisations.

My personal thankyou goes to our executive committees and committee members for their support and assistance. The continuing contributions by TMAG, HCC, and Tasports are genuinely appreciated. Our three permanent, part-time staff, Mark Hosking, Rona Hollingsworth and John Wadsley deserve a very special thankyou for frequently going beyond the call of duty.

Finances - The Museum is in a sound financial position due to a number of factors: the wise counsel provided by Treasurer Ross and the back up by Dugald are outstanding. While entrance fees generated a record \$155,000 we would not be able to operate without the serious grant support—from several organisations—which exceeded entrance fees by \$50,000 this year. The Museum gratefully acknowledges Arts Tasmania, The Tasmanian Community Fund, The Hobart City Council, TasPorts, Murdoch Clarke and Clennett's Mitre 10, whose active support encourages our ongoing growth and enables us to open the Museum every morning.

Without any doubt the major financial challenge over the next twelve months will be developing a cash flow neutral operating model for the Carnegie Gallery showing our own or external exhibitions. Small discreet specialist maritime exhibitions totally support our mission, but they are expensive to stage. One element we need to revisit is being able to split the entrance charge between the permanent and temporary exhibitions, in combination or separate.

Visitor numbers for the year were almost 20 000, up about 300 on the previous year. The resulting increase in entrance fee revenue offset a 9% fall in revenue from the gift shop, similar to other bricks and mortar Hobart retailers, with the Museum returning an overall operating surplus 38% higher than the previous year.



Carnegie Gallery - This was the Carnegie Gallery's first full year of opening, and the space hosted two very different exhibitions: the Lamprell Collection of early Australian maps and charts, along with the MMT's collection of Haughton Forrest paintings, then the travelling exhibition 'War at Sea: the Navy in WW1' from the Australian National Maritime Museum. This exhibition presented logistical challenges never before faced by the Museum and the experience of hosting it provided an extremely useful learning experience.

In June, the Carnegie Gallery was the venue for the 'opening' of the Deny King Museum, which is actually at Melaleuca. The opening attracted a crowd of about 150 people. The Museum received a significant grant from the Tasmanian Community Fund which provided for the repainting of the Carnegie Gallery, changes to the lighting system, including new energy efficient lights and the installation of a hanging system.

Collection - Over one hundred objects, as well as documents and photographs, were donated to the Museum this year. Of note were a table bell from SS *Zealandia*, a Hobart Customs Officer's uniform from the 1960-70s to add to our gradually expanding collection of uniforms, and a portable Roman Catholic altar, which had come to Van Diemen's Land with a family migrating from Ireland in the mid-nineteenth century. The Museum also acquired a spoon presented as a christening gift to Olof Hedberg in 1817, who

continued on page 5

in this issue

'Summer'

- | | |
|-----------------------------|--|
| 06 Cruise Ships in port | 14 Tasmanian yachts in Rolex Sydney Hobart |
| 07 JOIDES Resolution | 16 Phillis Seal Shipping pioneer |
| 08 Westcoaster race | 18 Harold Gatty Tasmanian navigator |
| 10 AMC news | + book review and regular features |
| 12 New Antarctic Icebreaker | |
| 12 Launceston Hobart race | |

the carnegie gallery – a preview

Following the success of the Richard Bennett exhibition, our next presentation in the Carnegie Gallery promises to be equally stunning. We are proud to host a collection of Jack Chesterman's reflective and beautifully executed art works featuring *May Queen*.

THE MAY QUEEN AND THE SIXAREEN

ARCHEOLOGY OF JOURNEYING

Forty degrees south, sixty degrees north



In this exhibition, Jack Chesterman links *May Queen* with *Industry* an equally significant Shetland sixareen which fished in the North Atlantic and is now displayed at the Shetland Museum. Both vessels are representative of working boats which played a vital role in the development of the coastal communities they served at different ends of the globe. They had different uses and different histories, but with a keen eye for composition, colour and light, Jack explores some of their fascinating confluences such as their functional lines and the mellowness and serenity that descends on old working boats which have weathered and aged but now lie at rest.

The works show *May Queen* from all angles, from up the mast to down in the bilges and include numerous close-ups which have a strong abstract quality. A few are directly historical, drawn from old photographs of *May Queen* and her owner Henry Chesterman.



CORRECTION:

In the 'Diving on *Lake Illawarra*' article (MTT No. 60, September 2017) we captioned a photograph MV *Lake Illawarra*. It should be SS *Lake Illawarra*. Our apologies for this error and our thanks to the reader who brought this to our attention.

For many years Jack has used his art to explore maritime heritage in the Northern Hemisphere. We are delighted that he, as a direct descendant of Henry Chesterman, has journeyed south to interpret a story that means so much to him and his family—and is also very significant for our Maritime Museum.

new members

We welcome new members:

Kim O'Leary	John Suckling
Sam Campbell	Paul Luck
Clive Reed	Barbara White
Russell Griffith	Colin Beecroft

Not already a member?

You can show your support for the Maritime Museum of Tasmania, and enjoy the benefits, by becoming a member. You can join online, or download an application from at: www.maritimetas.org/support-us/become-member

Membership Fees

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

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

Perennial is once only, or four years Quarterdeck membership



the carnegie gallery

ACROSS FIVE DECADES

Richard Bennett

PHOTOGRAPHING THE SYDNEY TO HOBART YACHT RACE

Exhibition
of Richard Bennett's brilliant images
until 28 January 2018

More information on back cover



Proudly supported by
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Next exhibition: *May Queen* and the sixareen – Opens February 2018 – see page 4

from the president's log (continued from page 3)

later became a successful whaler, businessman and conservationist in colonial Tasmania.

With help from John Wedd, and committee member Roscoe, *Westward* had a winter layup and complete repaint. Our thanks go to RYCT for donating the slip and cradle time and to Watty for the paint.

A big thankyou to Past President, Mike Webb, for getting the navigation simulator display installed this year. Experiences in other museums, suggest this display will prove most popular with the more tech savvy. Our thanks to Colin Denny and his acquisition committee for their ongoing evaluation of hundreds of items offered to the Museum over the past twelve months.

Community - The Museum is actively seeking to establish even closer ties with Tasmanian Islands' Maritime Heritage. In February, we participated in the MyState Australian Wooden Boat Festival, welcoming visitors to the Museum as well as presenting *Westward* and *May Queen* to the crowds around Constitution Dock. As part of the Festival, we partnered with the Australian Maritime Museums Council in organising a two-day seminar at the CCAMLR headquarters on the topic of designing a travelling exhibition.

Two book launches were hosted at the Museum: *Tassie's Whale Boys* by Michael Stoddart, and Tony Coen's *River and Coastal Vessels Trading Out of Hobart 1832-2015*. Both authors made good use of material in our collections. The Museum also participated in the production of a documentary film *In the Wake of the May Queen*.

Staff and volunteers undertook five television and radio interviews during the year, and the school holiday

and monthly lunchtime talk programs, now firmly established in the Museum calendar, generate significant media and public interest. The October talk, presented by visiting academic Wendy van Duivenvoorde marking the 500th anniversary of Dirk Hartog's encounter with the Australian coast, was held in the Town Hall Ballroom due to the level of public interest shown.

The Museum hosted visits from 32 school groups and 15 other groups, and the ever popular monthly talks continued. Based on recent attendances we may have to consider a larger venue. Thanks John for all the behind the scenes work each month.

The Museum is kept open by teams of four volunteers a day, seven days a week (*incredibly* about 6000 hours a year), plus at least a similar number of hours spent by volunteer shop and roster coordinators, bookkeeping and accounting, library, research, curatorial and committee functions. Thankyou to each and every volunteer, whether you are behind the scenes or front of house, elected to committee or pressed into service, each individual makes a contribution to this terrific crew.

Overall membership numbers remain constant at just shy of 400, but the proportion of members who actively volunteer has increased slightly (approx. 25%). Committee member Michelle has completed the volunteer survey. Final results of that will be published in the New Year.

I have very much enjoyed the privilege of working as your president during the past twelve months and look forward to getting next year's projects mostly finished during my second full term. —Kim Newstead ■

Tasmanian Cruise Season

2017 – 2018



Golden Princess
arriving at Hobart
29 October 2017
Photo: © Rex Cox

by Rex Cox and David Cooper

TASMANIAN PORTS EXPECT TO HOST RECORD numbers of cruise passengers (or 'guests' in industry parlance) this season, which began with *Sun Princess* berthing at Hobart on 10 October and at Burnie the following day. It was the first of 32 cruise ships scheduled to visit the NW Coast port, the last on 12 May 2018. While Hobart's season is shorter, it will see no fewer than 72 callers up to 30 March—which should result in a very busy period for the Maritime Museum!

There are signs that the whole State is reaping the benefits of this influx. Wineglass Bay, Launceston and King Island are on the itinerary of the French-registered *LAustral* in January. Calls at Wineglass Bay



and Port Arthur are increasing each year, with eight listed in 2017–18 for the East Coast beauty spot and 27 for Port Arthur.

The record number of cruise ships visiting during this season is particularly noticeable in Burnie. Calls have increased from 19 during 2016–17 to 32 for 2017–18 and for the first time two cruise ships, *Sun Princess* and *Silver Whisper*, are listed to be in town on the same day. Burnie's popularity with tourists has encouraged TasPorts to install an additional mooring dolphin, which allows the berthing of larger and longer vessels.

Most of these ships are return visitors to the State, though a notable newcomer to both Burnie and Hobart is the 2005 German-built *Norwegian Jewel*. (At 95,302 grt and 294 m, it is the largest cruise ship to have called at Burnie.) Its owners have adopted colourful hull liveries for their fleet, certainly eye-catching if perhaps slightly startling to those of us with more traditional tastes in such matters.

Other new visitors to Hobart are *Coral Discoverer* and *Ocean Dream*, and also making its debut is P&O's *Pacific Explorer*—none other than the well-known *Dawn Princess*, a regular caller at Tasmanian ports since 2008. *Ocean Dream* has also been here before, as P&O's *Pacific Star* in 2007.

Coral Discoverer (at 1739 grt and 63.1 m, it can be described as a 'bit of a tiddler') was last seen in Hobart as *Oceanic Princess* in January 2006 and is replacing the even smaller *Coral Expeditions I*, which for the last couple of years has operated short coastal cruises out of Hobart, aimed at the top end of the market. This market is obviously growing, with 11 such voyages planned for the current season. ■

left above: *Sun Princess* at Burnie, 7 November 2017
Photo: © David Cooper

left: *Norwegian Jewel* at Hobart, 15 November 2017
Photo: © Rex Cox



JOIDES Resolution in Hobart

Tugboats approach *JOIDES Resolution* on its arrival into Hobart, 26 September 2017 Photo: © Rex Cox

by Mark Hosking

OUR FAMILY'S MORNING COMMUTE TAKES US into town along the Tasman Highway, past the Cenotaph, affording glimpses of whichever vessels are tied up alongside the Macquarie wharves. We are used to seeing the broad, flat sides of cruise ships looming over the warehouses, resembling, at least closer up, holiday apartment blocks in a Mediterranean resort.

But recently a different structure was seen above the roofs, looking for all the world like the derrick of an oil or gas exploration platform. Disappointment was expressed in the car when I admitted that I didn't know what the structure was and instructions were issued in no uncertain terms for me to find out all about it.

I guess before the advent of the internet I would've needed to head to the wharf and grab someone coming down the gangway, but a few minutes on Google, and an email or two, produced what is probably a more complete response. It certainly provided more information than required by the original interrogator!

The vessel in question was *JOIDES Resolution*. It was indeed built as an oil exploration vessel in Halifax, Nova Scotia, in 1978. Since 1985 it has been used as a drill platform for scientific research and, from 2013, has been an integral part of the International Ocean Discovery Program (IODP). The IODP is the latest in a series of international projects that, since the 1940s, have explored the rich and varied planetary history captured at the bottom of the world's oceans. Scientific drillships, such as *JOIDES Resolution*, allow scientists access to some of Earth's most challenging environments, collecting data and samples of sediment, rock, fluids, and living organisms from below the seafloor. 'This long running international collaboration in scientific ocean drilling has transformed human understanding of our planet, addressing fundamental questions about Earth's dynamic history, processes, and structure. The growth of scientific ocean drilling as a research technique has led to the development of new tools and methodologies and has fostered enduring international collaborations in research, education, and public engagement'.¹

JOIDES Resolution is owned by Overseas Drilling Limited, a subsidiary of Siem Offshore AS, and the ship is operated by the *JOIDES Resolution* Science Operator (JRSO) at Texas A&M University through funding from the US National Science Foundation. The vessel is named for HMS *Resolution*, commanded by Captain James Cook over 200 years ago, which explored the Pacific Ocean, its islands, and the Antarctic region. JOIDES is an acronym for the Joint Oceanographic Institutions for Deep Earth Sampling, which represents the original partnership of universities that sought to explore the geology beneath the ocean floor.

The vessel's website describes a peripatetic life, criss-crossing the world's oceans. Each separate voyage has clearly defined research goals with new teams of scientists drawn from participating universities around the world. The voyage that brought it to Hobart in late September commenced in Townsville two months earlier and the principal research task involved obtaining data to support the study of the role of plate tectonics in global climate evolution over the past 60 million years (see map, p. 8).²

Outreach to schools and engagement with new and early career scientists are important parts of the overall project. The ship's website offers opportunities to engage with the crew and researchers through blogs and video events and contains plenty of material for class-based activities. An annual voyage, entitled School of Rock, is open to secondary level STEM teachers to showcase the work and programs of the IODP and to support the development of future generations of STEM/Geoscience students.

More information on the IODP, the *JOIDES Resolution* and its voyages can be found at the websites <http://www.iodp.org> and <http://joidesresolution.org>

¹ <http://www.iodp.org/about-iodp/history> accessed 31/10/17

² <http://joidesresolution.org/expedition/371/> accessed 31/10/17

continued on next page

Experience Tasmania's wild West Coast

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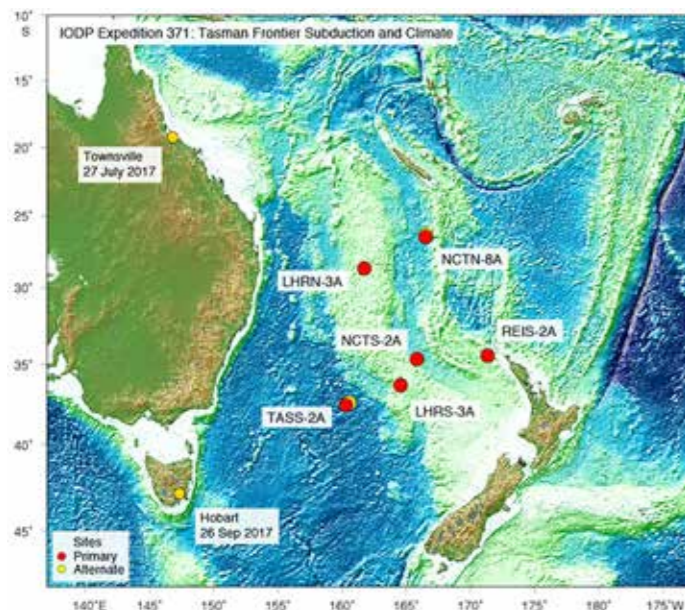
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JOIDES Resolution (cont.)

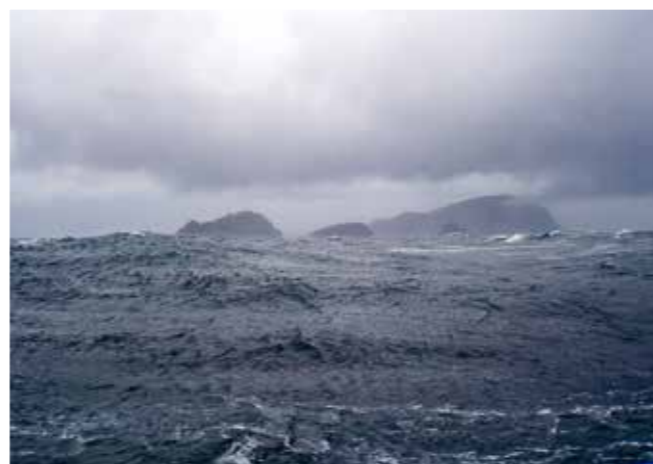
The research ship left Townsville, Queensland on 27 July 2017. The map below shows the sampling locations visited before it called at Hobart on 26 September.



banner photo:
Misty West Coast – ©2017 West Coast Yacht Charters



above: Sometimes it can be like this - close in shore at Port Davey ...



... and sometimes like this – Maatsuyker Island with a southerly starting up,

but the return passage is usually idyllic, like this anchorage near Schooner Bay. Three Westcoaster photos supplied by ORCV



Race record: *Shortwave* – 1 day 17h 28m 59s (2008)

The Westcoaster — Portsea to Hobart —

THE MELBOURNE TO HOBART WESTCOASTER starts from Portsea Pier on 27 December each year. It's one of Australia's most challenging ocean races. The course takes competitors across Bass Strait, down the rugged West Coast of Tasmania, around the southernmost tip of Australia, then into the River Derwent to the finish line at Hobart. The inaugural event was held in 1972. This 480 nautical mile blue-water classic was the brainchild of Stan Gibson from Hobson's Bay Yacht Club in Melbourne and Dr Joe Cannon who was at Derwent Sailing Squadron (DSS), and who also served as President of MMT. It's a race organised by yachties for yachties, challenging their seamanship and navigational skills.

TWO TASMANIAN YACHTS have registered this year: *Force Eleven* and *Morning Star*. Both will be double-handed and will race against fully manned yachts and others with only two crew. The higher proportion of double-handed yachts this year, 15 of 22 entries at the time of writing, indicates preparation for the Melbourne to Osaka race in March 2018 in which all yachts have only two crew.

Force Eleven (11.9 m) was launched in 1988. It's a modified Adams 11.9 sailed by Tristan Gourlay and Jamie Cooper (DSS). It is a proven competitive double-handed racer competing in the Melbourne to Vanuatu and other offshore races, including the 2017 Maria Island race. Both sailors have extensive sailing experience and have competed in Sydney Hobarts, Westcoasters and Three Peaks Races. *Force Eleven* is an entrant in the 2018 Melbourne Osaka Double Handed race.

Morning Star (10.4 m) was launched in 1983. It's a Sparkman and Stephens 34, built by Swarbricks. Now registered in Tasmania, it has been given a significant refit, and will race with owner Joanna Breen (Tamar Yacht Club) and Joanne Harpur. It was previously based in South Australia, and later in Port Philip Bay with Philip Clarke who competed in the Melbourne to Launceston Race in 2011, the Melbourne to Stanley and Melbourne to Hobart Races in 2012. *Morning Star* competed in the 2017 Maria Island race and, after the Westcoaster, will also be competing in the 2018 Melbourne Osaka race.

After 46 years, and despite the reservations of several critics when it was first announced, the Westcoaster has a proven and enviable safety record. This is a tribute to the careful preparation by hundreds of boat crews who

have completed the race without major incident and to the careful management and education programs put in place by the Ocean Racing Club Victoria (ORCV).



Map of the course reproduced with the permission of ORCV

The race presents in five sections, each with its own challenges:

- Bass Strait, including King Island to Cape Grim, the north-west corner,
- The West Coast, from Cape Grim to the South West Cape,
- The South Coast, South West Cape and Maatsuyker Is. to Whale Head
- Whale Head across the bottom of Bruny Island and into Storm Bay,
- and finally the River Derwent into Hobart.

Bass Strait is notoriously difficult, often with south westerlies at this time of year. Strong tidal flows and localised wind conditions challenge navigational skills in the approach to the gap between King Island and Cape Grim. These factors can significantly affect the overall result.

The West Coast, a wild and beautiful stretch not seen by many sailors, starts at Cape Grim. Although the wind is often from the west or north-west, there are many challenges here. After Macquarie Harbour, sailors see little 'civilisation' until Bruny Island, though the south coast can be one of the highlights of the trip.

The race can be won or lost on the fickle section up the River Derwent. Local knowledge can be so valuable here with the Derwent's complex wind patterns. Ideally no one wants to be caught in the river at nightfall, but it is a point of honour in this race that no yacht finishes unheralded, and the warmest of welcomes awaits the finishers in Hobart. The Westcoaster is part of the 3 Race Sovereign Series which includes the ORCV Cock of the Bay and DSS King of the Derwent races.

For more information about all yachts in this year's race: <http://www.orcv.org.au/index.php/hobart-entrants>

Mrs Wilson's dinghy reborn!

by Alison Pitt and Jurgen Harder

WILSON BROTHERS SHIPWRIGHTS was established at Port Cygnet in 1900. It's fitting therefore that the tradition continues with shipwright Jeremy Clowes of Cygnet Wooden Boats at Port Cygnet. That is where this story starts!

Having helped my father build small dinghies and wooden framed canoes as a child growing up in England, I had imagined building my own dinghy one day. Of course, I was seriously deficient in the skills and experience, so had a conversation with Jeremy. Being the positive and enthusiastic person he is, Jeremy offered to facilitate the whole process at his boat-building shed and engendered the interest of another rower from Port Cygnet, Jurgen Harder, because 'we might as well build two!' At this stage we discussed the type of dinghy and Jeremy suggested we take our inspiration from Mrs Wilson's dinghy as it is significant to the area. Having purchased the plans ... off we went!

We prepared the loftings (well, I held things and looked knowledgeable while Jeremy did the brain work), and decided to use a simple marine ply lapstrake and glue version of the dinghy for expediency. We utilised recycled stems of tea tree from Jeremy's collection, with Huon Pine thwarts, transom and gunwales. The end result is very pleasing with the elegant shape and dimensions of the original, and a bit of poetic licence for our own aesthetics and usability. It has been a most interesting and enjoyable process for a couple of novices working with Jeremy on something which would have been impossible without his assistance. Perhaps the greatest thrill is knowing its significance for Port Cygnet—it's helping to keep the history alive.



Grateful thanks to Jeremy Clowes, Cygnet Wooden Boats, for sharing his time and expertise for this project.



Mrs Wilson rowing her dinghy

Photo: MMT Collection

The original dinghy, now in the Maritime Museum of Tasmania, was built by ex-convict Walter Paisley and gifted to Mrs Wilson on the occasion of her wedding. She used her dinghy to row the lunches to the Wilson Brothers Shipwrights, a mere 7kms/day. ■

facing page, top: Preparing the moulds from the loftings
centre: Jurgen starts to fit the gunwales to his dinghy
lower: The new dinghy, inspired by Mrs Wilson's, is almost complete

in remembrance

We sadly record the passing of Maritime Museum member John Dowsett. John and his wife, Marion, were regular and enthusiastic volunteers in the Museum's early years at the Carnegie Building, working on the front desk and helping with many other tasks.



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Deck qualifications

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Course Dates: 21 January - 26 March and 3 September - 2 November

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Course Date: 30 July - 17 October



and Engine qualifications

MAR30813 Certificate III in Maritime Operations (Marine Engine Driver Grade 2 Near Coastal)
Cost: \$2132.00
Course Dates: 4 April - 8 May and 31 October - 4 December

MAR40513 Certificate IV in Maritime Operations (Marine Engine Driver Grade 1 Near Coastal)
Cost: \$2550.00
Course Date: 23 May - 10 July

More information:

These and other seafaring courses are available to members of the public who meet entry requirements. To book a course, or to find out more, visit: amc.edu.au/study/vet
Ph: +61 3 6324 9404 Email: amc.vet.admin@utas.edu.au

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Rendered image of *Nuyina* courtesy the Australian Antarctic Division

New Antarctic Icebreaker

RSV *Nuyina*

nuyina? It's the word for the Aurora Australis phenomenon (the Southern Lights) in *palawa kani*, the language of the Aboriginal peoples of Tasmania.

It was selected from entries in a 2017 naming competition for Australian school children, and is an appropriate name for the new icebreaker which will replace Australia's current Antarctic research and supply vessel, *RSV Aurora Australis*.

The new icebreaker is due to arrive in its home port of Hobart in 2020. *Nuyina's* length overall is 160.3m. It has a beam of 25.6m and a draught of 9.3m. With a range of 16,000 nautical miles and the capability to travel at speeds of 12–16 knots, it will accommodate 117 passengers and 32 crew.

The ship will meet the needs of scientists in diverse fields, e.g. oceanography, biology, glaciology, meteorology and atmospheric research.

As a supply ship to the three Australian Antarctic stations, Mawson, Davis and Casey, and sub-Antarctic Macquarie Island, *Nuyina* is well-equipped. It will be able to carry 1200 tonnes of cargo below decks in 96 x 20ft shipping containers. These will be supplemented with numerous containers on the aft deck and in front of the heli-deck. It can carry four AS 350 B3 helicopters or two larger helicopters. Other equipment includes cranes, barges with trucks and four tenders.

Details of the new icebreaker are updated regularly on <http://www.antarctica.gov.au/icebreaker> This includes a time-lapse video of the ship's construction at the Damen Shipyards.

Launceston to Hobart

NOW IN ITS ELEVENTH YEAR, the Launceston to Hobart Yacht Race has become a popular offshore coastal passage race for Tasmanian, and now Victorian, yachts.

Conducted by Hobart's Derwent Sailing Squadron on the River Derwent and Launceston's Tamar Yacht Club (from its Beauty Point marina on the Tamar River), the L2H, as it has become known, is now recognised as a significant all-Tasmanian offshore racing event.

This year a third Tasmanian enterprise, Riversdale Estate Wines, has joined with the two clubs as race sponsor, supporting and promoting the L2H on a long-term basis.

A feature of the sponsor's input will be the Race Village on Hobart's waterfront adjacent to where the L2H fleet (also yachts from the Melbourne to Hobart Westcoaster) will berth. The Race Village will be a source of race information as well as family entertainment and great Tasmanian food and wine.

This year all yachts will be fitted with a satellite yacht tracker providing up-to-date information on their race progress, including latitude and longitude, direction they are heading, distance to sail to the finish and progressive overall handicap positions in the PHS, IRC and AMS categories. The L2H 2017 fleet of 23 yachts will set sail from Beauty Point on the 285-nautical miles course at 11.30am on Wednesday 27 December with the leaders due to cross the finish line at Hobart's Castray Esplanade two days later.

The L2H is unique in that the course is between the ports of Tasmania's major cities, sailing around the spectacularly rugged East Coast. It is not an easy race, requiring excellent seamanship and accurate navigation. Rounding towering Tasman Island is a notable challenge. Another unique aspect of the L2H is that is a family friendly yacht race. Southern yachts are taken up to Beauty Point a week or so before the start and moored at the TYC marina. Skippers and crews return home down the Midland Highway then, after enjoying Christmas with their families, travel back to Beauty Point in a bus organised by the DSS. This usually gives them ample time for last-minute race preparations.

This year's fleet of 23 boats is smaller, but the quality is certainly there with entries again from northern and southern clubs and, for the first time, two Victorian boats. Heading the fleet are last year's line honours winner *Tilt*, a red-hulled Marten 49 design skippered by Peter Cretan, in real life a member of the Tasmanian Symphony Orchestra choir. In a tough duel last year, *Tilt* finally outsailed race record holder *The Fork in the Road*, Gary Smith's Bakewell-White 45, easily identified by the huge 'fork' emblem on its mainsail.

L2H 2017 race preview

by Peter Campbell



Favourite for overall first place on handicap (decided on corrected times under AMS scoring – there are three handicap categories – AMS, IRC and PHS) is *Whistler*, David Aplin's MBD36 which, in mid-November 2017, won the 70th Maria Island Race.

However, there are five past overall, division or line honours winners in the fleet:

- B&G Advantage*** (Jeff Cordell) which won line and handicap honours in the inaugural race in 2007;
- The Fork in the Road*** (Gary Smith) line honours in 2008, 2012, 2013, 2014 and 2015;
- Tilt*** (Peter Cretan) line honours 2016;
- Whistler*** (David Rees) IRC & IMS 2009, and
- Wings Three*** aka *Mr Burger*, (Peter Haros) eq. 1 overall, 2016, eq 1AMS, 2016.

The two Victoria entries are: ***Hush***, Peter Chaldehy's Cavalier 350si from Sandringham Yacht Club and ***Vagabond***, Andrew McConchie's Beneteau 47.7 from the Ocean Racing Club of Victoria.

DSS website for race updates: www.dssorg.au then click Racing/Riversdale Estate Wines L2H 2017/ Tracker

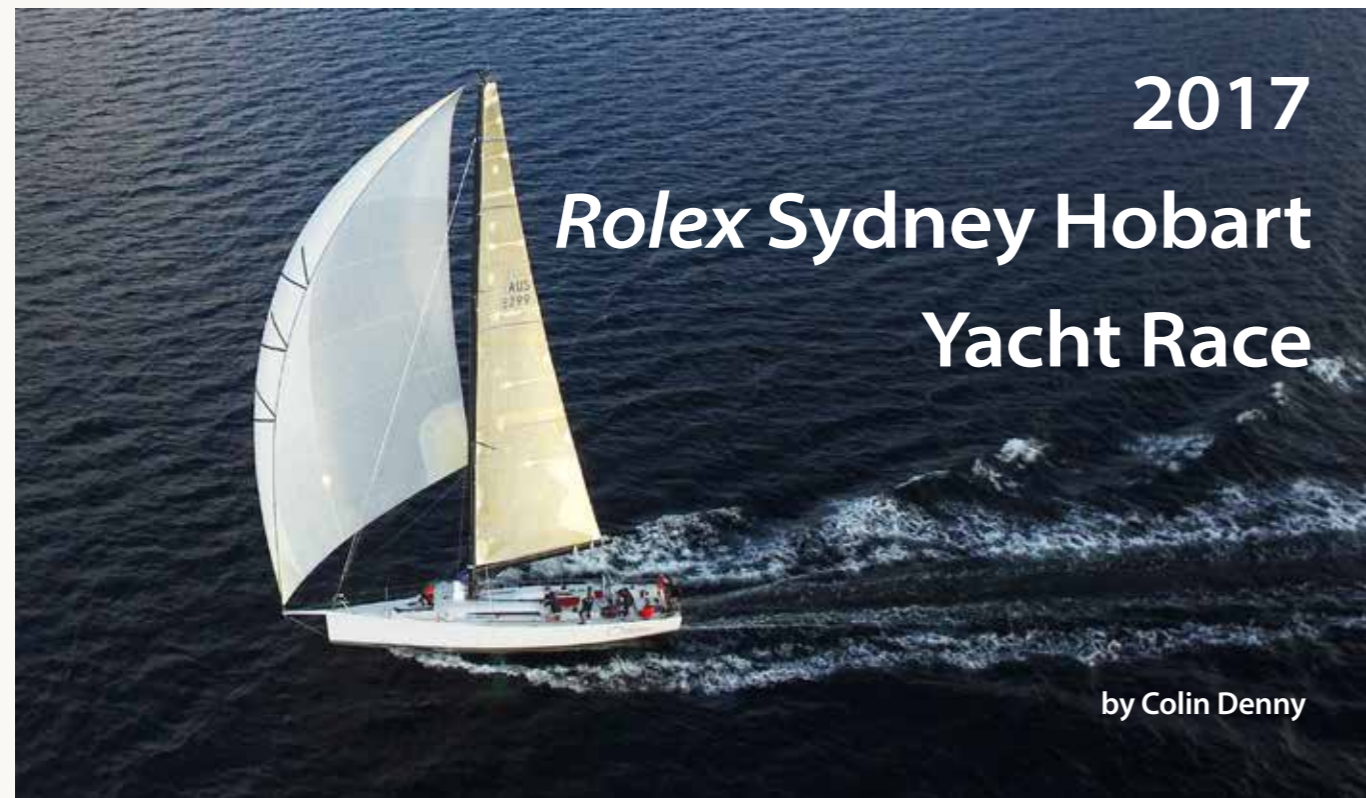
top: 2016 line honours winner *Tilt*, hard on the wind heading down the Tamar

below, left: L2H record holder *The Fork in the Road*

below: L2H fleet starting off Inspection Head wharf at Beauty Point

Photos: Derwent Sailing Squadron





THE ROLEX 2017 SYDNEY HOBART YACHT RACE marks a significant anniversary for the Maritime Museum's floating exhibit, the cutter *Westward*. Seventy years ago, the yacht was launched by Jock Muir for owner George Gibson in time to compete in the inaugural Maria Island Yacht Race. The first race began on Saturday 1 November 1947. The 174 nautical mile Maria Island race has since provided a taste of ocean racing for Tasmanian sailors who later compete in the Sydney Hobart race.

Westward won the Maria Island race with an elapsed time of 52 hours 7 minutes 11 seconds, an average speed of just over 3 knots. Gibson noted that the yacht revealed outstanding sailing qualities particularly in light airs. He then entered the yacht in the 1947 Sydney Hobart race and claimed the first of two consecutive victories in that race.

The 1947 win was a triumph for the Muir family. Jock Muir had designed and built *Westward* primarily as a fast fishing cutter and George Gibson skippered the yacht with Jock as navigator and sailing master. The crew included Jock's brothers Don and Wal and his father Ernie. Other members were Keith Radcliffe, Kevin Garrod and Don Colbourn.

In sometimes heavy conditions, *Westward* took 5 days 13 hours 19 minutes 4 seconds to cover the 628 nautical miles to Hobart, but in 1948 the yacht was almost a day quicker. Nevertheless, 2017 is a significant anniversary for *Westward*.



'2017 is a significant anniversary for *Westward*.'



Fastest S2H race *Perpetual LOYAL (Info Track)* in 2016. 1 day 13 hours 31 mins 20 secs

– Another Classic –

Dorade

The 16m Sparkman and Stephens classic yacht from USA (Sail No 16) has been racing successfully along the eastern Australian coast this year in preparation for the 2017 Sydney Hobart.

Dorade – launched 1930
Still racing!

MORE THAN 100 YACHTS will face the starter on Boxing Day 2017 in the 73rd annual Sydney Hobart Yacht Race. Among the fleet are thirty-one international entries including nine identical Clipper 70 yachts from the United Kingdom competing as part of the 40 000 nautical mile Clipper Round the World Race.

The two entries from Tasmania are Michael Pritchard's fast Farr designed canting keel Cookson 50 *Oskana* and Michael Crew's comfortable Dynamique 62 cruising yacht *Magic Miles*. The yachts come from opposite ends of the sailing spectrum.

Hobart orthopaedic surgeon and well-known Targa Tasmania competitor Michael Pritchard recently acquired *Oskana* to replace his Beneteau First 45 *Audere* that he sailed to a credible second place in ORCi division three in the 2014 race. For the 2017 campaign it is a big step up to the state of the art Cookson 50 that, as *Victoire*, won the 2013 Sydney Hobart race for Darryl Hodgkinson. Skipper Pritchard has been busy preparing the yacht and will be joined by Hobart sailmaker Michael Hutchinson as boat captain with a local crew.

Michael Crew, an international airline pilot, moors *Magic Miles* at Kettering where he has immediate access to the sheltered waters of the D'Entrecasteaux Channel for his private charterers. The yacht can be chartered to sail further afield and, being the same Phillip Briand design as Hobart yacht *Helsal IV*, the two yachts have been used in the past for comfortable match racing. The race to Hobart will be relaxed and unrushed for the sailors aboard *Magic Miles*. ■

Follow the progress of the yachts at
<http://www.rolexsydneyhobart.com/tracker/>

this page: *Magic Miles* Photo: Peter Campbell

facing page, top: *Oskana* Photo: *Oskana* crew above
centre: *Westward* Photo: MMT Collection _MMT P_Y_494
left: *Westward* 2013 Photo: Colin Denny

note: *Perpetual LOYAL*, holder of the fastest S2H race record was renamed *Info Track* by new owner Christian Beck and will compete in the 2017 S2H.

More details about the race and the yachts at <http://www.rolexsydneyhobart.com/>



Phillis Seal

Shipping pioneer in Tasmania

by Anne Ashford

IF THERE HAD BEEN A TASMANIAN TELSTRA Business Woman of the Year award in the 1850s the undoubted winner would have been Phillis Seal.

Born in 1807 in Whissonsett, Norfolk, England, Phillis was the 9th child of Henry and Martha (nee Buscall) Goggs. She is one of Hobart's unrecognised early pioneers, the wife of prominent settler and businessman Charles Seal, a successful businesswoman and mother to nine children. Phillis was almost certainly the only woman to own a fleet of ships in any of the colonies at that time.

Charles came to Tasmania in 1823, aged 22, as a free settler, with £777 (over \$100,000 in 2016 dollar terms), including £270 (\$35,000) in cash. He immediately bought 600 acres on the Lower Clyde between Bothwell and Hamilton and later added a further 100 acres. He returned to Norfolk, England, and married Phillis. They came to Hobart in 1831 and were granted a prime allotment in the township of Hobart on which to build a family home. This was to be St Kilda's House, 13 Macquarie Street, on the site of the Mercury Building next to the Post Office, and was the family home in which she bore her nine children. Two died in infancy and two more in childhood. Her five surviving children moved to Ballarat around the time of the gold rush where Phillis joined them in 1866 when her Tasmanian business days were over.

Five of Phillis' siblings also emigrated to Tasmania and Charles, with her brother Matthew Buscall Goggs, acquired a lease on Maria Island to establish two shore-based whaling stations and to provide feed for a flock of 2400 sheep. Charles continued to acquire land in Hobart and Sandy Bay, and opened several stores making many trips to London seeking stock for his shops, leaving the management of his growing whaling business to others.

By 1840, when shore-based whaling was no longer profitable as whales had been hunted almost to

extinction, Charles started hunting and killing whales at sea and rendering their oil aboard, eventually establishing the largest whaling fleet in Tasmania. His sudden death in 1852 occurred during a period when most of his ships lay idle at the docks for want of crews due to the discovery of gold in Victoria. At the time of his death Charles was one of Tasmania's richest men and he left his business empire to Phillis. This is the first recorded indication that Charles trusted Phillis to look after this very considerable asset and suggests that she had been closely involved with it during his lifetime.



Phillis Seal

Photo: MMT Collection

When whaling restarted a few years after Charles' death it is clear Phillis intended to run the company herself although she had assistance from Charles' business partner Olof Hilmer Hedberg who had looked after Charles' oil export affairs for many years. There is evidence the whaling fleet was run by Phillis from 1852 until 1866, when she sold up in Hobart.

A few months after Charles' death the ships of the whaling fleet were all re-registered in Phillis' name. There is evidence in the records of the Marine Board of Hobart that Phillis managed her oil sales herself and sales of ships made after Charles' death were made in Phillis' name (e.g. *Aladdin* purchased in 1853; *Cheviot* sold by Phillis to William John Mansfield in the same year.)

Phillis' intimate involvement with the management of her whaling fleet is evidenced by a petition she made to the Master Warden of the Marine Board. It concerned changes she argued needed to be made to the Merchant Seaman's Act which could unfairly affect whaling crew upon discharge at the end of a voyage. In her petition Phillis notes: 'It has lately occurred, that men [from other ships] who were anxious to ship aboard my *Grecian* ... were prevented [from] doing so, because they could not obtain a discharge and when they applied to the shipping master for protection, viz. either the captain to give them discharge or to support them until they

'... the subject of her petition directly involved the welfare of her crew and the impact of the discharge issue on her future business success.'

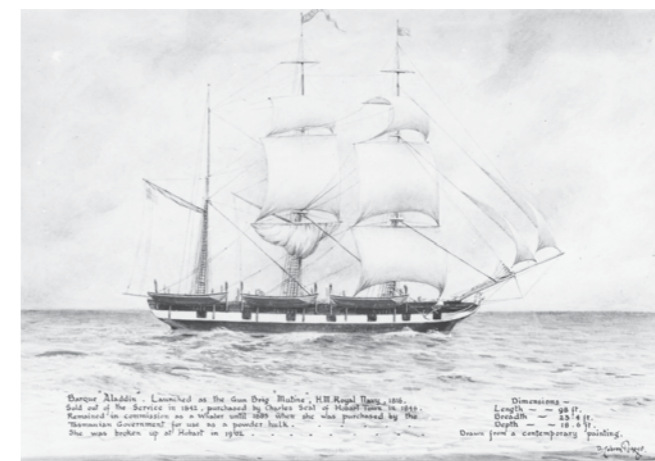
obtained the same, he could only advise them to go to a lawyer to seek for redress.' This was an intimidating process few could afford. Phillis was concerned lest men so trapped would take the first opportunity to get out of whaling altogether, arguing that successful commercial whaling required good and experienced crews.

Three points about Phillis' petition indicate involvement with her whaling fleet more typical of an owner/operator than a financial partner. Firstly, she referred to the ship as 'my *Grecian*', and secondly, the subject of her petition directly involved the welfare of her crew and the impact of the discharge issue on her future business success. Thirdly, she notes that other whale-ship owners were fully in support of her petition indicating that in lodging her petition she was taking a leadership role for the whole industry.

Further support for her business acumen came from Dr William Crowther, who recorded that Phillis conducted Charles' business 'with consummate skill and commensurate success'—fine praise from a successful business competitor. Throughout her widowhood she established and ran other small businesses, including a successful tobacco, snuffs and cigar shop in Murray Street. Whether she inherited this business from Charles is not recorded. In 1856 Phillis moved to 'Waratah' in New Town.

Charles was a leading citizen, holding many positions on various Boards. After his death, Phillis did not shut herself away from Hobart society; in 1855 she gave 'an exceeding elegant Fancy Dress Ball' (*Hobart Twon Daily Courier*) in Wilson's large store on the New Wharf (Princes Wharf) with about 200 attending. Her philanthropy extended to St James Church in Montacute, near Bothwell (perhaps where Charles bought his first block of land), through the presentation of a communion set.

In 1866 Phillis left Hobart for Ballarat, where she would spend the rest of her life. At least four of her five children had settled there and there is evidence they were involved in the gold-mining industry. Her eldest son, Charles, was a gentleman and a money broker with considerable holdings in several gold mines.



Barque "Aladdin" Launched as the Gun Brig "Mutine", H.M. Royal Navy 1816. Sold out of the Service in 1842, purchased by Charles Seal of Hobart Town in 1846. Remained in commission as a Whaler until 1895 when she was purchased by the Tasmanian Government for use as a powder hulk. She was broken up at Hobart in 1902.

Dimensions — Length — 98 ft, Breadth — 23.4 ft, Depth — 18.6 ft. Drawn from a contemporary painting. D. Tolbron Pearse

Phillis also invested, though not as heavily as did her sons Charles and Matthew. Little is recorded of her life in the Victorian city and whether she continued in business of any kind is not recorded. She died in Ballarat in 1877; no will or probate was registered for her in Victoria, and it appeared she owned no land in Tasmania at the time of her death as no will is registered for probate in Tasmania either. From what is known of the wills of her children, each benefitted significantly from her estate. Charles jnr's wife, Wilhelmina, who

died in 1909—already the beneficiary of Murray family money—left an estate worth over \$14 million (2016 dollar value).

Phillis was buried in Ballarat Cemetery. At the request of her son Charles, she was disinterred in 1881, brought to Hobart and placed in the family vault at St John's Park graveyard in New Town, in which lay the remains of her husband, her son William, who died aged 8, and Alice aged 16. In 1963 that cemetery was closed and all remains were exhumed and moved to Cornelian Bay Cemetery. A brass plaque indicates that her son Matthew, his wife and six of his children were placed in the same vault in later years. Two grandchildren who died overseas are also remembered on the plaque.

There can be no question of Phillis' success as a businesswoman in the mid-nineteenth century, a time when businesswomen were rare. She would certainly have been nominated as Tasmanian Business Woman of the Year. ■



A Tasmanian Navigator

The story of Harold Gatty of Campbell Town

by Colin Denny

HAROLD GATTY, THE GRANDSON OF AN IRISH highwayman, became a pioneering navigator whose extraordinary skills and understanding of the visible universe made the world a safer place to travel.

Harold Gatty was born at Campbell Town on 6 January 1903, the third child of James and Lucy Gatty. James, the son of the convicted highwayman transported to Van Diemens Land in 1842, was a well-respected school headmaster. James Gatty moved with his family to Zeehan on his appointment to a new school where, in 1915, St Virgil's College awarded Harold Gatty a bursary. He left Zeehan for boarding school in Hobart.

Gatty's St Virgil's friend, Noel Monks, remembered the desperate loneliness of boarding so far from their families and homes. The wharf area became the boys' playground where visiting ships stirred up dreams of adventure. Monks later wrote that the sight of the three masted American schooner *Omega* sailing into Hobart made them determined to go to sea to see the world.

Gatty sat the Australian Navy's entrance examination and joined an intake of 17 cadets at the Royal Naval College, Jervis Bay in January 1917. He struggled at the College and surprisingly, the man who was to become such a great navigator,

admitted, 'I encountered most of my difficulties mastering mathematics and navigation'.

At the end of the First World War, as the Navy demobilised, just 12 of the 17 cadets received postings. Gatty withdrew from the College without graduating and joined the merchant shipping firm James Patrick & Co of Sydney as an apprentice in 1920. Beyond the classroom, instructed by old sea dog Captain Allison aboard the *SS Gabo*, Gatty developed a real interest in navigation. As he stood watch at night, he wondered at the splendour of the stars of the South Seas and later recalled, 'It is the finest possible school for instruction'.

Returning to Hobart in 1924, Gatty gained his second mate's certificate. He signed on with the Union Steamship Company oil tanker *SS Orowaiti* trading from California to New Zealand. Here he honed his navigation skills and experimented with new methods. The Pacific Ocean aroused his interest in the use of man's own senses as an aid to traditional navigation.

The young deck officer became frustrated with the slow pace of advancement within the Union Steamship Company. He signed off and tried unsuccessfully to set up his own business first in Hobart and then in Sydney. Disillusioned with his failures in Australia, Gatty applied for an entry visa



to work in the United States. His wife Vera and their young son left for California but Harold worked on a coaster awaiting his own visa. When formalities were complete Gatty was reunited with his family on Christmas Eve 1927.

Gatty took a job as mate on the luxury schooner *Goodwill*, owned by US sporting-goods millionaire, Keith Spaulding. The following year he resigned to start a navigation school in Los Angeles. He taught mainly amateur yachtsmen and worked as a compass adjuster for both marine and aviation compasses. The latter work brought him into contact with aviators who wanted to learn to navigate. His school grew and he took on an assistant leaving him more time to research ways of improving aerial navigation. During his research, he met Lieutenant Commander Phillip V H Weems, USN, a serving naval officer, who had already developed methods of teaching air navigation. The simplified procedures used tables of pre-calculated position lines called the Weems Curves.

The two navigators began to work together on their research. Gatty had a mind for unravelling complex problems. An early invention was his air sextant, effectively a conventional sea sextant with a spirit level attached to create an artificial horizon. However, his greatest invention was the Gatty Drift Sight. *continued on next page*



facing page: The Gatty memorial on the northern outskirts of Campbell Town, Tasmania Photo: Colin Denny

above, left: Harold Gatty pictured in the USA in 1931 Photo: National Air and Space Museum, Smithsonian Institution

top: Harold Gatty signed on as mate on the schooner *Goodwill* when he first arrived in the US Photo: NOAA/AURA/NSF

above: U156797ACME – the original caption on 23 June 1931 read 'Roosevelt Field, N.Y., Harold Gatty and Wiley Post, the two adventurous aviators who intend to circle the globe in ten days, took off on the first hop of their journey from Roosevelt Field, N.Y., to Harbour Grace, Newfoundland in the mist.' Photo: ©Bettmann/CORBIS.

below: Harold Gatty was apprenticed to *SS Gabo* in 1920 Photo: MMT, Slevin Collection, Gabo P_Sle_02_37





Gatty had refocused from marine navigation as pilots throughout the world desperately sought new challenges and records. Many brilliant pilots needed good navigators and in 1929, Roscoe Turner a flamboyant former circus lion-tamer approached Gatty to navigate him in his attempt to break the US transcontinental record. In that first attempt as navigator adverse winds denied them the outright record.

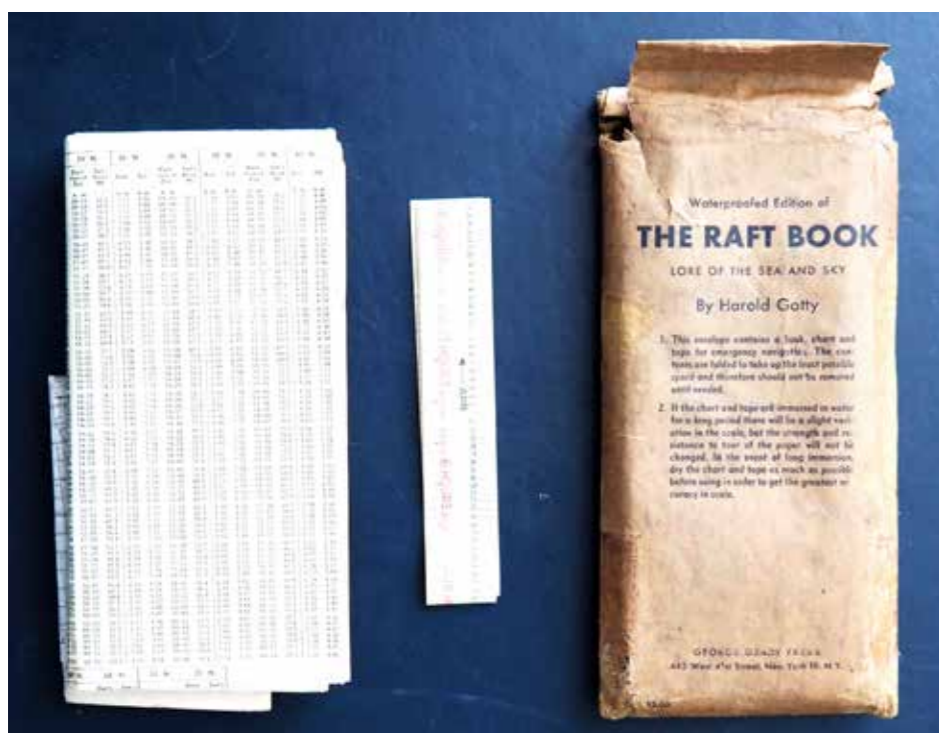
Gatty's most celebrated flight was with adventurer Wiley Post in a Lockheed Vega monoplane powered by a single Pratt and Whitney Wasp engine. In 1931, Post asked the Tasmanian to join him in an attempt on the around-the-world record of 21 days held by the German airship *Graf Zeppelin*. Gatty accepted the offer and they took off in the *Winnie Mae* from New York's Roosevelt Field on 23 June 1931. *Winnie Mae* landed back at Roosevelt Field after circumnavigating the globe in a flight lasting less than nine days. They received a hero's welcome and were each awarded the US Distinguished Flying Cross, the first civilians so honoured.

In January 1932, Gatty accepted the position of Chief Air Service Navigation Research Engineer with the United States Army Air Corps. He made it clear that he would not forgo his Australian citizenship so Congress passed a special act to allow him to take up the position. Gatty then set up the military celestial navigation schools that taught the officers who were to control US strategic air operations for many years.

Maritime and terrestrial navigation requires two-dimensional coordinates. Once in the air a third

One impediment to accurate navigation was the difficulty in determining the aircraft's ground speed owing to the angle of drift occasioned by the wind. Gatty's invention helped overcome the problem. It was a vast improvement on earlier instruments and formed the basis of the automatic pilot that was to become standard equipment for most aircraft.

When Weems transferred to the US Naval Academy in Annapolis to teach postgraduate navigation Gatty took over management of the Weems navigation school in San Diego. In the textbook *Weems System of Air Navigation*, Weems credited Harold Gatty for the work undertaken in its compilation. He described Gatty as 'a compass and map expert who has done more practical work on celestial navigation than any other person in the world today'.



above: the Gatty memorial plaque on the northern outskirts of Campbell Town, Tasmania

left: *The Raft Book* and contents from the MMT collection Photos: Colin Denny

coordinate comes into play—altitude. It was Gatty's research and practical application that led to a solution to many of the complex problems associated with three-dimensional navigation.

Following the outbreak of the war in the Pacific in 1941 Gatty returned to Australia as Director of Air Transport for the South West Pacific with the rank of Group Captain in the RAAF. His work resulted in a remarkable improvement in the movement of supplies but, in early 1943, following the defeat of Japanese forces in New Guinea, Gatty stepped down from the position and returned to the US. He set about writing a book for the US Navy to help downed Navy airmen survive and navigate their life rafts. The emergency maritime navigation manual was called *The Raft Book* and was placed in the survival kits of every allied airman in the Pacific.

After the Second World War, Gatty moved to Fiji to work. Here he wrote *Nature is Your Guide*, a book on navigation using natural senses and powers of observation. It was published after his sudden death by stroke in 1957, when he was just 54 years old.

On a visit to Annapolis in April 1968, this writer met the famous navigator P V H Weems who had been in business with Harold Gatty. Weems confirmed that Harold Gatty had developed many of the principles of three-dimensional celestial navigation for aircraft and said Gatty's earlier research work was critical to the understanding of navigation in space.

Gatty is indeed a celebrated Tasmanian navigator. ■



These were among a collection of miscellaneous images anonymously donated to the Maritime Museum. We include them here on the off-chance that a reader might recognise the building. There were also images of the river bridge at Huonville in the collection. Maybe that's a clue. Contact: admin@maritimetas.org

A Whale of a Time



Whaling made Hobart rich, but protecting whales makes us all richer

Dates:	Monday, 22 January: 10 am - 12 noon
	Tuesday, 23 January: 10 am - 12 noon
	Wednesday, 24 January: 10 am - 12 noon
Ages:	7-12 years
Cost:	\$5.00 per family
	(for this fee you gain entry to the whole Museum on the day)

Each spring and summer, we are seeing more whales coming back into Tasmanian waters. However, times weren't always so good for whales.

So, we will take you back in time to learn about the history of whaling in and around early Hobart. We will have some great smelly stories to tell about life on a whaling ship. Then we will head off to the docks where you are going to make a whale. Yes, that's right (well, not a real one, but it's going to be **BIG**). And we are going to learn about whale conservation and what we can all do to ensure these great mammals keep coming back to Tasmanian waters.

Phone 6234 1427
or email: john.wadsley@maritimetas.org
NOTE: Places are limited, so please call or email us to make a booking very soon.
We ask that a guardian accompany young children.

THE 2018 ROYAL HOBART REGATTA

is the 180th anniversary of the first Regatta in 1838. It will feature three days of continuous activity on the River Derwent, at Queens Domain and in the skies above.

A Spectacular Display of Sail

10-12 February

The Royal Australian Navy, Airforce and Army always give great support to the Regatta with flagship, helicopter demonstrations and their bands. For more information:

<http://www.royalhobartregatta.com/Timetable.html>

postcard from *Nepal*



Photo: ©2017 Rabindra TAMANG

Trekking in the Khumbu

Nepal is a beautiful landlocked country in the Himalaya, far from maritime influences, but if you'd like to travel to an inspiring location and experience this beauty, trekking with local people, have a look at the packages offered on the A-One website and try something different.

A-One Adventures International (Kathmandu) is a small, family-based, trekking company committed to offering bespoke travelling and adventure packages throughout the scenic and culturally rich parts of Nepal. It is ethically driven. All Nepali staff are paid a proper wage, never overloaded, and given full medical cover. More details at www.aoneadventures.com We're on Facebook @aoneadventure

A-one Adventures International



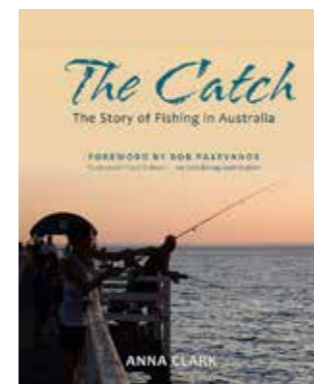
TO: *The Editor
Maritime Times of Tasmania
Maritime Museum
cnr Argyle & Davey Sts
HOBART TAS 7000*

*Trekking in sight of Annapurna, and Everest, through beautiful valleys, white-water rafting on the River Ghandaki, and lots more.
We hope you can come to visit us soon.*

Namaste

book review

by Clio



THE CATCH: The Story of Fishing in Australia

by Anna Clark

NLA Publishing (October 2017)

Foreword by Rob Paxevanos

ISBN 978-0-642-27906-4 (paperback)

265 mm x 220 mm

168 pp. b&w and colour illustrations

'In every coastal town in Australia, there's a bait shop and a boat ramp.' While this book acknowledges the pursuits of recreational fishers who frequent those bait shops and boat ramps, it informs on many levels. It's written by a fisher who is also a historian. The subtitle of her book is 'the story of fishing in Australia' but many stories are woven into the text and the fascinating illustrations tell more stories. Material for the content is drawn from around the country, with details of pre-colonial fishing to present interests. Read about the diverse fishing practices of Indigenous peoples, about whaling, commercial fishing, canneries, fly-fishing, and rock fishing; of the introduction of salmon and trout to Tasmanian waters, and of farmers who used unsaleable surplus fish—four 'coutha to an apple tree—as fertiliser, and of Europeans amazed to find the 'sea floor off the west coast of Tasmania carpeted red with crayfish'. New technology and government regulations brought changes; research fostered awareness of fish stocks and conservation issues. With lots of facts, stories, a glossary, bibliography and index ... there's a wealth of information crammed into this captivating book.

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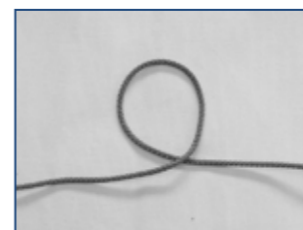
Contact *Maritime Times*
for a full list of prices and
availability in our next issue.

admin@maritimetas.org

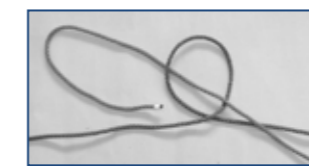
knot so hard

a series by Frank Charles Brown

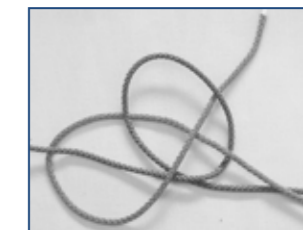
No 44 – Myrtle Hitch This knot has generated debate among members of the International Guild of Knot Tyers. Opinions vary on its security, which apparently relies heavily on how well it is dressed down and on the materials used.



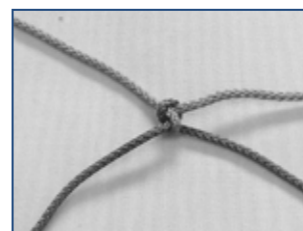
1. Make a loop in the bight.



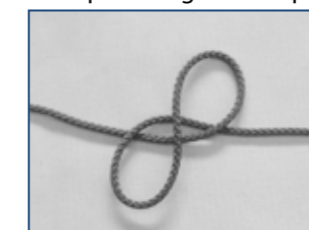
2. Pass the Working End of the second rope through the loop.



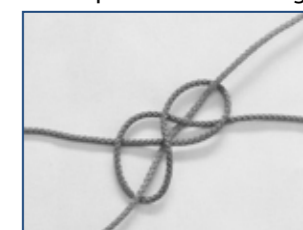
3. Take Working End under the Standing Part of first rope and then through loop.



4. Dress down both of the generated loops.



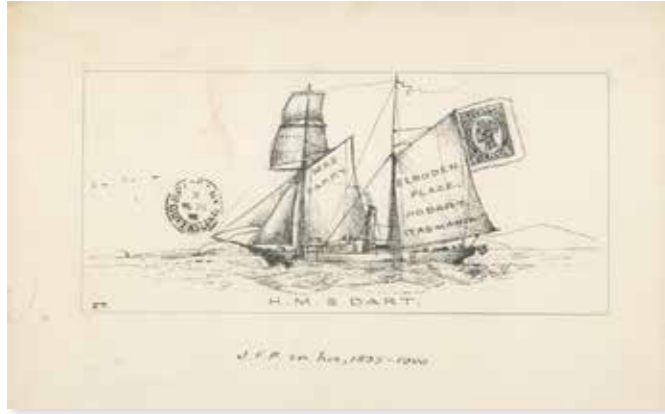
5. Take the loop as formed in Fig. 1, twist and lay the generated loop across the Standing Part.



6. Pass Working End through to two loops. Then draw left and right parts of the first rope down firmly to form the knot.

notes from the curator

by Rona Hollingsworth



Return Post from Nanaimo to Hobart

A few months ago I had a surprise email from Nanaimo on the east coast of Vancouver Island. Eighty-eight year old Tom Good asked if we were interested in some prints from an old scrapbook handed down by his grandfather Henry Good, Collector of Customs and Excise at Nanaimo. The 11 prints were of hand-drawn 'post cards' all addressed to Mrs Emily Parry of Elboden Street, South Hobart.

The attentive and talented husband who had drawn and posted the cards was John Franklin Parry who later in his career bore the titles, Chief Hydrographer of the Navy, Vice Admiral and Sir. When Parry sent the cards (which the Museum was very happy indeed to accept!), he was Lieutenant Navigator and then Commander on HMS *Dart* as it surveyed the coast of northern Queensland between 1895 and 1900. His whimsical, captioned, stamped and addressed cartoons told Emily (and presumably the postage handlers) of the crew's experiences during their work. One shows them shooting at a boat, which they mistakenly

thought was harbouring an escaped convict from New Caledonia, but which turned out to be the vessel sent to deliver their meat ration!



John Franklin Parry was born in 1863 and joined the Royal Navy in 1877. He was grandson of Sir William Parry (a renowned Arctic sailor and explorer), and godson of Sir John and Lady Franklin. In 1891 John Parry was a Lieutenant on the survey vessel, HMS *Penguin*, when he became engaged to Hobart girl, Emily Dobson. The young couple most likely met in Hobart since naval survey vessels working off the far north of Australia regularly came to the healthy climate of Hobart for their annual rest and recreation.

In 1885 the couple had a big society wedding at All Saints Church in South Hobart and a honeymoon at the Dobson's summer chalet at Fern Tree, before leaving for London. Emily's father was Henry Dobson, an eminent lawyer and, at the time of the wedding, Premier of Tasmania. Her mother was also a well-known public figure involved in many social and philanthropic organisations.

After a period of survey work in the North Sea the Parrys returned to Hobart in 1895, leaving again in 1900. By 1904 Parry was Commander of HMS *Egeria* undertaking survey work from a base at Esquimalt Island near Victoria, Vancouver Island. The vessel's main tasks from 1899 to 1910 were to survey the route of the proposed Pacific cable from Canada to Australia, to chart the northern coast of British Columbia and to find a suitable terminal for the Grand Trunk Railway. It also spent considerable time charting Nanaimo harbour and around Gabriola Island lying just offshore. It was here that John Parry presumably met Henry Good, which led to their fortuitous friendship.

Life on a survey vessel could be gruelling, but in Esquimalt it was not all work and no play. All the lieutenants were young men in their twenties or early thirties and came from families with strong naval traditions. *Egeria* had a sports club; a soccer team which played in Victoria from Christmas until the beginning of March; the men went on hunting and fishing trips; and they also held parties on board for local children, including Henry Good's infant daughter.

The convoluted maritime travels of a group of hand-drawn postcards from Hobart to Nanaimo and return, trace the rather amazing journey and life story of an eminent navigator and his Tasmanian wife. ■

top: One of John Parry's 'post cards' to his wife.

left: Children's party on board HMS *Egeria*. Captain John Parry is at the rear on the left side. His wife and daughter are not identified. Tom Good's grandfather is at the front, in the middle, with his infant daughter.

far left: Invitation to a children's party on *Egeria* – sent to Henry Good by Joan, John and Emily Parry's 10 year old daughter.

high and dry

by John Wadsley, Maritime Heritage Coordinator

NEW YORK NEW YORK

Having members of your family who live and work overseas is both good and bad. Bad in the sense that they are so far away when things go wrong or they just need a hug; good when you are contemplating where to go on holiday! My wife and I were faced with the latter earlier this year, when we decided to visit our actor-daughter Sarah in the city they named twice—New York in New York (State). It was a no-brainer decision really. In nearly two years, she has made New York her own and so we had our own bespoke tourist itinerary nicely worked out before we landed.

New York is a big place, 8 million souls give or take. It's busy, noisy, quite humid in their late summer heat, and full of interesting stuff. New York is definitely a walking city; in our time there I lost nearly 2 kilos (keep going Wadsley, I hear you say ... there's still more to lose). So walk we did, as well as use their excellent Subway system. Never caught a cab, avoided the horse carriages and rickshaws (exorbitant tourist traps).

ARCHITECTURE – WOW! Such an eclectic mix of old and new, small and gobsmackingly big. We loved the Art Deco skyscrapers such as the Rockefeller, Chrysler and Empire State. (NOTE: This should not be seen as support for any such towers in Hobart!) Museums and galleries—so, so many of them: Natural History (spent all day there); Ellis Island Immigration (another day); Intrepid Sea, Air and Space; Modern Art; Metropolitan Art; Guggenheim; American Folk Art; etc., and yes, they do have a maritime museum.

THE SOUTH STREET SEAPORT MUSEUM is located in a sort of Salamanca Place style area of restored warehouses on the East River side of Lower Manhattan. But, curiously, it is quite small. In fact, we can proudly say that our Museum is bigger than New York's! Their museum has a small fleet of vessels: the 1907 lightship *Ambrose*, that guided ships into Lower New York Bay; the 1885 ship *Wavertree*, one of the last large sailing ships built of wrought iron; the 1885 coastal schooner *Pioneer*, currently used as a sail training and cruise vessel; the 1893 fishing schooner *Lettie G Howard* and the last surviving, New York built, wooden tugboat *W.O. Decker*, built in 1930. I did point out to them we have *May Queen*, which is older.

We did a round Manhattan Island cruise for three hours. It was a great way to see New York, with incredible commentary from a bloke who talks more than I do. There were a few more boats on the water than we see in Hobart: yachts, power boats, ferries (lots of ferries), tourist shuttles, garbage boats, tugboats, cruise ships, container ships and the odd naval vessel. There are lots of bridges. One day we walked over the Brooklyn Bridge. (It's very popular with walkers and cyclists, but don't walk on the bike path, it could be the last thing you do!) We were on our way to Dumbo, originally



top: Statue of Liberty 'Liberty Enlightening the World' and the New York skyline

centre: *Ambrose*, the 1907 lightship which guided ships into Lower New York Bay

right: Staten Island ferry, Brooklyn and Manhattan Bridges
Photos: John Wadsley



an industrial district, now famous for street markets and arts/crafts. This curious name was coined in the late 1970s and it makes sense: Dumbo (Down Under Manhattan Bridge Overpass).

Central Park is great for relaxing in the heart of such an urban landscape. Amazing to think that this place, about 341 hectares, was first established in 1857 and somehow has been able to avoid reduction in size or inappropriate development ever since—a true wonder of urban planning. Another wonder is the High Line, a 2.5 km elevated linear park, greenway and contemporary art trail, which was created in 2009 along a former railway spur on the west side of Manhattan in New York City. A must-see.

All in all, we had a great trip, did four Broadway shows, avoided US coffee, had time with our girl, but we were glad to leave the madding crowds and return to paradise. But what I miss now (apart from Sarah), is fast internet and free Wi-Fi, which was everywhere in NYC. Come on NBN, get your act into gear. ■

from the galley

MANY JOKES, when I was growing up, were based on the premise of 'the Englishman, the Scot (and it is a Scot, not a Scotsman—there'll be letters!) and the Irishman', where the Englishman and the Scot would be the foil for the Irishman's humorous exploits. Our recipe for this issue is inspired by a joke about an Irishman—a unique occasion for this column—but he's not the stereotypical Irishman of old English jokes. It's just that the joke wouldn't work if he wasn't Irish.

And neither would the joke work if it didn't include oysters. I didn't realise, until I started looking up information for this piece, that Chichester Harbour in England, on the shores of which I spent many hours as a kid, was a major supplier of oysters to London for most of the nineteenth century. The industry was killed off, practically overnight, in the early twentieth century after sewer outfalls were laid into the harbour. In 1902 a Mayoral banquet was held in Emsworth featuring a course of the famous local oysters. Unfortunately some proved to be contaminated by effluent, leading to the death from typhoid of a number of diners, including the Dean of Winchester Cathedral.

Tasmanian oyster farming has had more success. The Museum's own Commercial Fishing Exhibition, which has successfully travelled to a number of venues around Hobart and the State, tells us that Tasmania's natural beds had been pretty much fished out by as long ago as the 1880s, with Tasmania's first Fisheries Inspector setting up a hatchery in 1885. I don't think I had tasted an oyster until I came to Tasmania, but my daughter, Mika, who is now twelve, seems to thrive on them. In the early days of the Farmer's Market in Melville Street she would buy a single oyster from the stall, slurping it down there and then. The stallholder was so impressed she often used to score a free one, especially if there was a crowd around to witness her delight in the quality of the produce!



Anyway, I promised you a joke: Patrick (known to all as Paddy) was a hard-working Irishman from a small village. Daily, he would pole a heavy old punt out to sea then work a heavy iron grapple to bring up the sand oysters which he sold to the local ice works. A man of regular habits, he always arrived home at the same time. Sadly, Paddy did not realise the heavy grappling was taking a toll on a faulty heart. One day he failed to come home so his wife contacted the police to investigate his being missing. They rowed out to find Paddy dead in the punt, and beside him a huge grapple full of oysters he'd tried to hoist aboard. Headlines in the *Irish Times* the next day read: — OYSTERS KILLPATRICK —

Oysters Kilpatrick

Ingredients

2 cups rock salt
 24 oysters shucked
 2 tbsp Worcestershire Sauce (It has to be proper Worcestershire Sauce- from Worcester.)
 175 gms thin rashers bacon, diced
 2 tbsp flat leaf parsley chopped
 Lemon wedges to serve

Method

Preheat grill to medium-high heat.
 Place rock salt, in a thick layer, on a baking tray or heatproof plate.
 Arrange oysters (in their half-shells) on rock salt.
 Sprinkle Worcestershire Sauce over oysters.
 Top with bacon. Grill, on the salt, for 5-8 minutes or until bacon is crisp.
 Sprinkle with parsley.
 Add lemon wedges.
 Serve with a pint of Guinness or perhaps a bottle of Barilla Bay's Oyster Stout.

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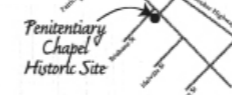
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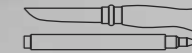
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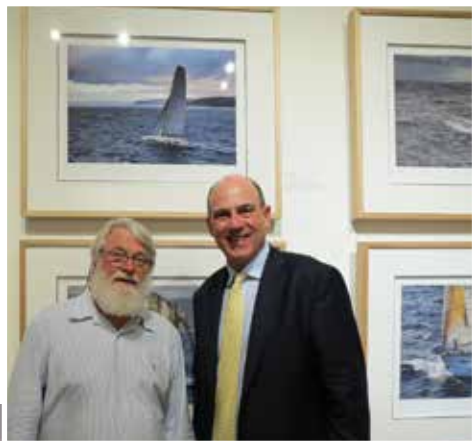
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Richard Bennett at the Maritime Museum



the exhibition

ACROSS FIVE DECADES

Photographing the Sydney to Hobart Yacht Race

Award winning photographer Richard Bennett has focused on the Sydney to Hobart yacht race for many years. His brilliant exhibition of photographs in the Carnegie Gallery at the Maritime Museum of Tasmania was opened by Matt Allen (on the right in the photo at left), President of Australian Sailing, in November 2017. The photographs are arranged chronologically and include famous images of *Shogun* (1984), *Wild Thing* (1990) and many more which will bring back memories of classic events.



Photos: John Wadley

OCEAN CLASSICS

Photography by Richard Bennett, and text by Bob Ross

This beautiful hardcover book of 84 pages, first published in 1994, is a compilation of Richard Bennett's photographs of Sydney to Hobart yacht races and of other sailing events around Tasmania. At the back of the book is a map showing the course followed by each race.

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the book



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