

Maritime Times *of Tasmania*

Our maritime history & present day news

No 63 Winter (June) 2018

\$2.50 where sold



SS Nord wrecksite in Munro Bight, southern Tasmania – Photo: © Andrew Green 2015 – Story page 14

Destination Tasmania

SS *NORD* - THE STEAM SHIP AND THE SWEDISH MODEL

— BLUE GUM CLIPPERS AND WHALE SHIPS —

DANISH SHIPS FOR ANTARCTICA — GOVERNOR MACQUARIE'S VOYAGE

— LETTERS OF AN EMIGRANT — COOK'S TREE

CARNEGIE GALLERY EXHIBITIONS – DARK MoFo – followed by MARINA DeBRIS



Maritime Museum of Tasmania
 CARNEGIE BUILDING
 Cnr Davey & Argyle Streets, Hobart, Tasmania
 Postal Address: GPO Box 1118, Hobart, Tasmania 7001, Australia
 Phone: (03) 6234 1427
 email: info@maritimetas.org www.maritimetas.org
 Open Daily 9am–5pm (except Good Friday and Christmas Day)

Acknowledgements

Acknowledgement of Country

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

Our Patron

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

Our Supporters

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



MMT Committee Members for 2018

Kim Newstead, President
 03) 6224 6660
 knewstead@calm.net.au

Beth Dayton, Secretary
 0407 873 852
 office@maritimetas.org

Ross Studley, Treasurer
 office@maritimetas.org

Rex Cox, Vice President
 03) 6234 1865
 rexcox@netspace.net.

Roscoe Barnett
 0438 300 229
 rcbnett2@bigpond.com

Chris Tassell
 mctassell@bigpond.com

Michael Stoddart
 0409 854 847
 michael.stoddart@utas.edu.au

Pip Scholten
 03) 6267 4416
 pscholte@bigpond.net.au

Michelle Blake
 mablake2@live.com.

The Committee also includes representatives from external organisations: Alderman Eva Ruzicka (Hobart City Council), Scott Carlin (TMAG), and Joel Lipson (TasPorts).

Maritime Times of Tasmania welcomes original articles for publication

Contributions may be historical or newsworthy with themes reflecting the Museum's mission to promote research into, and the interpretation of, Tasmania's maritime heritage.

They may be short notes, or articles with text about 700–1200 words, accompanied by images if possible. Text 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 300 dpi JPEG or TIFF files. We can accept legible handwritten articles, with loose photographs, which we will copy.

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

Please 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 August 2018.



from the president's log

by Kim Newstead



Dear Members and Friends of the Museum,

I am pleased to report that after nearly twenty years in the Carnegie Building the committee has agreed to start Operation Refresh, an overall review of our permanent displays. What needs updating? What needs replacing? And what new sections should be considered? This will be an ongoing project over the next year or so and, once completed, should position the Museum's display for the next twenty years!

Operation Refresh has got me thinking about our core function, that is being open every day and displaying a variety of items from our rich maritime heritage. We receive many complimentary remarks about this side of our operations. Obviously to do this well you require a raft of items, stories, artworks and artefacts, all of which need to be authentic and of direct significance for Tasmania.

Enter the acquisitions committee, chaired by long serving ex-President Colin Denny and ably supported by sub-committee members: Anne Ashford, Ian Gibson, Rona Hollingsworth, Stefan Karpiniec, Digby Longhurst, Chris Tassell, Peter Mercer, John Wadsley, and Mike Webb.

What a fantastic job this sub-committee does each month! They are in effect our quality display keepers of both past, current and future displays, meeting every month to consider what should be accepted or rejected from our generous donors.

When I first took on the President's role I had views of a big clean out of accumulated, unwanted items and of being hardnosed about future acquisitions, based on the fact that our storage capacity is not ever expanding.

I have changed this view to the extent that there is no ceiling or cut off. What we are offered today may not be considered 'collectable' or even significant now, but in 100 years' time it may just be the item to complete a major collection or display. This becomes more important as the Museum's vision expands to cater for the present and future, as well as the past.

The problem is this thinking ends up requiring more display space and more storage space. Our current display space is limited to what we have, which is rather good for a regional Maritime Museum. We own an off-site storage area that is basically full. Should we get more storage space so that your next President can report in five or ten years that this storage is also full?

This is a dilemma all collectors have. However, I say the time is approaching when we will need to consider very carefully our future acceptance of donated material and items. It is timely to consider a spring clean (out) and I will shortly be asking members to assist with a working bee to assist with a general cleanup of the Museum.

The Museum has a basement. Yes, a potentially great space for either a pirates' den for younger ones or even, with some imagination, a members' lounge, or maybe an efficient overflow storage area (subject to new floor, climate control etc.).

This basement is presently a storage area (junk room!) for a range of items, some that will NEVER be displayed including old marine radios the size of filing cabinets. Has anyone got any idea who might value them? I am keen to have a clean out of this area and start putting the space to better use.

Thank you to all who responded to my request for a donation to purchase new life jackets. I am pleased to say *Westward* now has eight new compliant jackets, donated by: Scott Dunn, Gerald Latham, Fay Carrick in memory of her son Chris, Anne Ashford in memory of Peter, John Wedd, and Kim Newstead. ■

in this issue – Destination Tasmania

- 05 Upcoming exhibitions at the Carnegie Gallery
- 07 Danish ships to Antarctica via Hobart
- 08 Australian Maritime College news
- 09 Blue Gum Clippers and Whale Ships
- 12 Cook's Tree – Whose Tree?
- 14 SS Nord – the steamship and the Swedish model
- 16 Gov. Macquarie's voyage to Hobart Town
- 19 Letters from a Swiss emigrant
- + Museum news, book review and regular features

from the brig

Welcome to the Winter 2018 edition of *Maritime Times of Tasmania*. In this edition, with the theme of Destination Tasmania, we hope that you will enjoy stories that span four centuries: the puzzle of an eighteenth-century European connection to a tree on Bruny Island; contrasting nineteenth-century journals penned by a Governor of New South Wales and a Swiss migrant both describing their voyage to Hobart; Tasmania's connections with Denmark, via Antarctica in the twentieth century; and a Swedish connection to the Tasman Peninsular, through the shipwreck featured on our front cover and an impressive model of that ship recently acquired and now on display in a hut on the Three Capes Track. And if all that doesn't sate your appetite, then you can find out how to make Fish and Chips on p. 24.

Looking ahead, the 75th Sydney Hobart yacht race will start on Boxing Day 2019. As this momentous milestone approaches we would like to hear from any of our members who have personal memories of the race. This may be as a crew member on a competing boat, a boat-owner, or as a relative of a crew member or as a volunteer or official.

If you have recollections and/or photographs you would like to share, please do get in touch by post or email. (Contact details are on page 2.) Submissions might be used for an article, or a series of articles, in *Maritime Times*, or possibly on the Museum website or some other manner depending on the number of submissions.



VOLUNTEER WEEK – Museum volunteers Michelle Blake and Willa Oddleifson represented the Museum and all our volunteers at the Hobart City Council's Volunteer Reception held in May as part of National Volunteer Week. We thank all our volunteers for their ongoing efforts and commitment to ensuring the future of our fantastic and much appreciated Maritime Museum.

SYDNEY HOBART YACHT RACE SOUVENIR PROGRAMS

The Museum has a collection of Sydney–Hobart Yacht Race souvenir programs, dating from 1956 onwards.

We are keen find copies of earlier programs. The image shown here is the cover of the 1952 race program from the collection of the CYC in Sydney.



If any readers are interested in donating earlier programs to the Museum, or allowing us to copy and scan programs from their personal collection, then please do contact our Registrations Officer, Anne.

phone: (03) 6234 1427
email: registrations@maritimetas.org

new members

We welcome new members:

Terence Keown	John Bridge
Ingrid Roberts	Marius Fenger
Graham Roberts	Henk Brolsma

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 form at:

www.maritimetas.org/support-us/become-member

Membership Fees

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

Individual	\$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

... at the Maritime Museum

Throughout 2018 the Carnegie Gallery is featuring differing forms of maritime art. Jack Chesterman's exhibition of beautiful prints and watercolours, *May Queen* and the *Sixareen*, are safely back in England. It was followed by the third Tasmanian Art Quilt Prize, an exhibition of delicate, colourful and intricate quilts inspired by the theme 'Ebb and Flow'. Twenty-six quilts were complemented by a number of 'Textile Sculptures', with themes such as the ebb and flow of life, shipwrecks, seashores, sand dunes and the liminal recurring but interpreted in fascinatingly different forms and colours and referencing specific places such as the Secheron sea wall, the beaches of Bruny and life jackets discarded by refugees on a Mediterranean beach. In June, the quilts will go to St Helens leaving the gallery free for the Dark MoFo installation.



Two stunning works by

Marina DeBris

Trashion Designer

creator of
the upcoming exhibition
'Beach Couture: A Haute Mess'

above: White Trash
right: Cuidado [Caution]
Photographer Richard Flynn
Model: Hannah Kat Jones

IN JUNE the Carnegie Gallery will become part of the Dark MoFo winter festival. The installation will be run by MONA staff during the late afternoons and evenings for the 10 days of the program. This is the first time the Museum has participated in this growing internationally acclaimed festival. *Island Shrine* is a new work by Keith Deverell with Fiona Hamilton, in partnership with Auntie Netty Shaw, Uncle Rob Anders and Emma Lee.

Island Shrine is a brooding and expansive video and sound installation that challenges the colonial stories of Tasmanian Aboriginal leader Tarenorerer (c. 1800–1831), who was also known as Walyer. The work includes a multichannel soundscape featuring recordings of natural sounds and whispered narratives, along with two video projections of water landscapes. At the centre of the installation is a series of concentric circles of ochre, charcoal and shells which frame a central kangaroo skin seat where visitors are invited to sit and contemplate the work.

OPENS — Friday 15 June at 3pm

Open 3pm–8pm every day. Admission free

CLOSES — Sunday 24 June at 8pm

IN JULY (opening 30 June) the Carnegie Gallery will host an exhibition that's designed to make us think. Marina DeBris is an artist whose work focuses on reusing rubbish picked up off beaches and the seashore to raise awareness of ocean and beach pollution. Her exhibition *'Beach Couture / A Haute Mess'* features costumes made from beach rubbish and mutton birds from Lord Howe Island that have died from plastic ingestion. The exhibition will remind us of how the waste we throw away will always come back to haunt us and how precious and fragile are the oceans that we enjoy and so easily take for granted.

letter to the editor

Congratulations on the Autumn 2018 'Tugboats' issue of *Maritime Times*. Rex Cox's mention of the Island Breakwater at Burnie constructed by Utah Construction Australia Ltd immediately brought recollections of a cruise of the north-west coast in the holidays of 1965–66. We visited the ports, rivers and inlets from the Tamar River to the Inglis River at Wynyard in my 28ft naval gig *Ellern* (ex-*Blue Arrow*, see *The Tamar Boats* by Betty J Percy, 1993 p. 94) fitted out as a half deck launch.

We had noted the newly constructed island breakwater on the outward passage and on the return leg we called in at Burnie for victuals and fuel. With the near completion of the breakwater Utah had their work craft out of the water on cradles and up for sale. Among these was an intriguing vessel, *Undine*, a 36ft naval motor pinnacle of the type carried by the heavy cruisers HMAS *Australia* and HMAS *Canberra*.

She was on the wharf in a cradle making inspection easy. Nominal length was 36ft (11m) and beam 9ft 9in. (3m); she was fitted with a 36hp (26.8 kW) Thornycroft diesel engine, triple reduction gear box swinging a 24-inch (610mm) diameter pitch propeller. Built of teak reputedly originally for the Royal Indian Navy the engine room had steel bulkheads fore and aft suggesting she may have been steam powered. Unfortunately the bow had been damaged while working at Burnie which required the replacement of the stem post which recorded all the building details but these were not reproduced. A double bollard of imposing size had been fitted approx. amidships giving good manoeuvrability and towing capacity.

After purchase for the princely sum of £200 (not insignificant at the time) the little flotilla of two vessels set sail for home. We entered Port Sorell, notorious for its shifting sand bars and channels, on a strong flood tide. Of course the wrong channel was guessed at and we were soon dragging across the bottom, fortunately sand. To avoid the risk of being grounded on the falling tide we cast anchor but there was no way the rate of veering the chain could be controlled by hand and the hope was that the Utah crew had been good seamen and had maintained the chain and secured the bitts properly. We were relieved and very thankful when the chain came to the bitter end, the anchor held, and we rode securely until the tide came in sufficiently for us to come alongside the jetty on the opposite bank of the estuary for the night.

When we started the engine in the morning there was only a whirr from the starter motor. The Thornycroft engine was so heavy it could not be started by hand even with the Aerostart pressure pack spray. When the starter motor was removed there was no pinion gear. A hand search of the bilges finally found the gear but not the retaining nuts, washers and pins (which may have not survived). We hitchhiked to Devonport, lugging the starter motor, where we were relieved to find that the automotive electrician had suitable standard parts for Lucas electrics. (Not so when planning an engine recondition later. Thornycroft, England responded to the enquiry about the availability of parts kits with 'We haven't been able to supply parts for that model since 1943!') The passage home to Launceston proceeded smoothly from there. History repeated itself when I had to dispose of *Undine* when conscripted for National Service just as the owner of *Blue Arrow* had to offer her for sale when enlisting in the RAAF in WW2.

Undine was to be converted for fishing out of Strahan but she apparently did not make it that far. After removal of the towing bollard she was observed in the Stanley Fishermens Dock for some time afterwards, and last seen moored off Blackwall on the Tamar River in the early to mid-1970s.

—Neil Coates

DANISH SHIPS

Destination Antarctica via Tasmania

by Brendon Bowes

Danish links —

The distinctive Dan ships

Kista Dan

Thala Dan

Magga Dan

Nella Dan

were vitally important for Australia's pioneering work in Antarctica.

Danish icebreaker Kista Dan first came to Hobart in preparation for the Antarctic season 1953–1954

In issue number 58 (March 2017) Museum President Kim Newstead asked if *Maritime Times* readers knew of maritime links between Denmark and Tasmania. Brendon Bowes has responded, tracing the fascinating story behind Australia's Antarctic expeditions and the Danish ships they relied on.

For 35 years Australia's only link with Antarctica was provided by tough Danish icebreakers, known as the 'little red ships', which operated in the most hazardous seas on earth. The distinctive Dan ships, *Kista Dan*, *Thala Dan*, *Magga Dan* and *Nella Dan*, were vitally important for Australia's pioneering work in Antarctica. They were regular visitors to Hobart as they resupplied our nation's Antarctic stations between 1953 and 1987.

Australia's association with Copenhagen's J Lauritzen Line was created by the lack of a suitable ship. Australia claims 42% of Antarctica, representing 10% of the world's land mass or 6 million square km. Plans for an official presence in the frozen continent after WW2 were dependant on ice-strengthened ships. After a fruitless world-wide search, the first Antarctic Division head, Dr Phillip Law, learnt in 1952 that a Danish firm, J Lauritzen Line, had completed an ice-going vessel called *Kista Dan*. Built for service during the northern summer between Denmark and the lead mines of eastern Greenland, they had little use for the vessel during their winter, exactly when Australia needed it. This was the first of the Lauritzen ships to sport the striking red colour that characterises many polar ships today. In February 1953 a charter of *Kista Dan* was approved, starting a long association between Lauritzen and Australia.

'The Dan ships were particularly well suited, in size and quality, to our requirements and our men made lasting friendships with the officers and crews,' said Dr Phillip Law in 2003 at the launch of Australia Post stamps to honour the four ships that had sailed under the flags of Denmark and Australia. 'Undoubtedly the Lauritzen Company made a major contribution to the establishment and development of Australia's Antarctic Stations.'

In the southern summer of 1953–54 *Kista Dan* resupplied Macquarie and Heard Islands, then set sail for MacRobertson Land to establish the first continental station, Mawson. The 1239 tonne *Kista Dan* incorporated several novel features. A variable pitch propeller delivered greater power and flexibility when breaking ice than a fixed propeller. The hull was exceptionally strong, with frames spaced every 150mm, against 760mm in an ordinary ship, with steel plating 25mm thick at the bows and along the waterline, against 6mm



Nella Dan model displayed in the Maritime Museum of Tasmania Photo: Brendon Bowes

for a normal ship. Renamed *Benjamin Bowring* in 1981 to transport the British Trans-Globe Expedition, the ship was scrapped in 1998. The maiden voyage of the 2000 tonne *Thala Dan* was to Antarctica via Australia in 1957. In 1961, it had the distinction of carrying the first woman to visit Australian Antarctica, Mrs Nel Law, wife of Dr Law.

A sister ship, *Magga Dan* was built in 1956 and, before Australian service, chartered for the famous Trans-Antarctic Expedition led by Sir Edmund Hillary and Sir Vivian Fuchs in 1957. With hull plating 16 times stronger than a normal ship, and no keel, it could ride up on the ice floes to crash its way through.

Best-known of the Lauritzen vessels in Australian service was *Nella Dan*, a veteran of 25 Antarctic seasons. Launched in October 1961 at the yard of Aalborg Vaerft in Denmark, it was designed to carry cargo and 42 passengers. The name was originally to be *Jetta Dan*, but in recognition of the strong ties established between Australia and Denmark, it was instead christened after Mrs Nel Law. In 1980 *Nella Dan* was rebuilt to carry trawling and hydrographic winches on a stern trawl deck, and the latest in echo sounding and satellite navigation gear, becoming the mainstay of our marine research program in Antarctica. It made 85 voyages to the frozen continent for Australia.

The last journey of this little red ship came to an abrupt end with its grounding on Macquarie Island during a gale in December 1987. Lauritzen made the agonizing decision to scuttle *Nella Dan* in deep water. Although this ended its association with the Australian Antarctic Division, the Danish company and its brave crews had played not only a major role in establishing Australian bases but also in the broader history of international activities in polar regions. ■

below: *Kista Dan* parked in the ice in 1954
Photographer Phillip Law © Australian Antarctic Division



— AUSTRALIAN MARITIME COLLEGE —

AMC announced as key strategic partner in Naval Shipbuilding College

THE UNIVERSITY OF TASMANIA HAS WELCOMED the announcement by Minister for Defence Industry, the Hon Christopher Pyne MP, of the Naval Shipbuilding Institute, a joint venture between Kellogg Brown & Root and Huntington Ingalls Industries, as the successful tenderer to operate the Naval Shipbuilding College in Adelaide, South Australia.

The University's Australian Maritime College (AMC) is delighted to be a strategic partner in this new national enterprise and looks forward to working closely with the National Shipbuilding Institute to ensure that, together, they deliver the expertise and the workforce which the Australian Government's continuous naval shipbuilding plan requires.

University of Tasmania Vice-Chancellor Professor Rufus Black said the Minister's announcement paved the way for profound benefits for the University and the region more broadly.

'There will soon be unprecedented career development opportunities in the maritime sector, particularly in the fields of maritime engineering and logistics, as a result of the Australian Government's multi-billion-dollar naval shipbuilding program,' Professor Black said.

'AMC's strong defence and industry connections, coupled with its breadth of offering in maritime training, education, research and consultancy, means it is well-positioned to respond to these growing demands.

'AMC is Australia's leading maritime research, education and training institute. Our specialist maritime engineering, global logistics and maritime management programs are world-renowned and attract a strong mix of national and international students each year.'

Professor Black said AMC's unique combination of specialist degree offerings, leading-edge infrastructure and teams of expert academic and technical staff placed the institute in good stead to support the operational needs of both the Naval Shipbuilding College and wider industry and government. According to Paul Gregg, Chairman of the Board of AMC, the Naval Shipbuilding College (NSC) is not an additional educational institution; rather an industry-led entity, supported by the education and training sector, that will manage the necessary workforce pipeline around the nation.



HMAS Hobart Photo courtesy the Defence Image Gallery

'The NSC will work with education and training providers around the country to develop programs that will produce the highly skilled workers crucial to delivering on the \$90 billion investment in naval shipbuilding,' Mr Gregg said

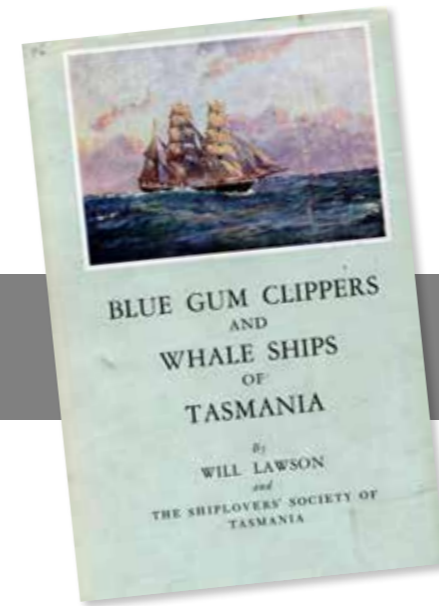
'As a strategic partner, the AMC will play a prominent supporting role, developing and delivering key maritime

higher education and training programs, and will be an independent representative on NSC's strategic governance forum.'

The announcement builds on AMC's proven capability and capacity to support the naval shipbuilding enterprise through such endeavours as the ARC Research Training Centre for Naval Design and Manufacturing, which has successfully addressed industry-driven research questions relevant to the ongoing design, manufacture and sustainment of the next generation of naval vessels.

It also follows the establishment of the AMC Sydney study centre at the Australian National Maritime Museum in Darling Harbour, from where a range of industry-relevant short courses and programs are being delivered. ■

In 1937, Will Lawson's destination was Hobart. The journalist and author came, at the invitation of Captain Harry O'May, to compile a manuscript ...



BLUE GUM CLIPPERS and WHALE SHIPS of TASMANIA

The Saga of the Publication of a Classic Book
on Tasmanian Nautical History

by Graeme Broxam

THE MARITIME MUSEUM OF TASMANIA HAS RECENTLY recovered a trove of records from its forebear the Shiplovers' Society of Tasmania. These records include correspondence concerning the tedious process of publishing its book *Blue Gum Clippers and Whale Ships of Tasmania*, compiled by Will Lawson.

In 1929 nautical journalist Frank C Bowen formed the first Shiplovers' Society in London, dedicated to the promotion of interest in the history and practical theory of shipping, and the preservation and study of archival material concerning the sea. A chapter was formed in Melbourne in 1930, then a Hobart chapter following a public meeting on 16 June 1931. Within two years it had over seventy members, who enjoyed regular meetings with talks mostly on various aspects of Tasmanian history. By 1932 the Chairman was the trans-Derwent ferry proprietor Captain Harry O'May. In February 1936, the Society held a successful nautical exhibition at the City Hall that led directly to a permanent maritime display being set up at the Tasmanian Museum and Art Gallery, and indirectly to the foundation of the Maritime Museum of Tasmania almost forty years later.

The Shiplovers' plan to commission a book on Tasmania's maritime history probably began after O'May met the Sydney-based journalist and writer Will Lawson while giving a lantern-slide talk at a Shiplovers' meeting in Adelaide on 24 March 1936. Lawson, who was then travelling around South Australia seeking material for stories, expressed a desire to visit Tasmania for the same reason. The Shiplovers' committee wrote to several Tasmanian organisations seeking contributions toward the costs: in October, the Launceston Marine Board granted it £10. Lawson arrived at Hobart on board *SS Zealandia* on 22 January 1937 and attended a Shiplovers' Society meeting there on the 27th. He was to be paid a total of £75 for a manuscript.

Lawson had plenty to work with—in fact, in hindsight, far too much—and the task of squeezing the breadth

of Tasmanian maritime history into one relatively slim volume proved as thankless as it was futile. Much of the source material was probably O'May's voluminous collection of card notes, the result of perhaps the first attempt at methodically indexing and abstracting colonial newspapers. Other material included CG Watson's history of the Hobart whaler *Flying Childers*, which Lawson was to condense for his manuscript. O'May introduced Lawson to former whaling mate Captain William McKillop, sparking a relationship that would ultimately spawn two books, *Harpoons Ahoy!* and *Bill the Whaler*, as well as material for 'the history'. Given the complexity of the material, Lawson worked with breakneck speed. With the working title *Blue Gum Clippers*, the draft typescript was handed over to the committee at O'May's Bellerive house on 6 May, two days before Lawson left for Sydney on *SS Zealandia*.

Meanwhile other events were conspiring to delay its publication. Lawson's publishers Angus & Robertson (A&R), having learned of the project, wrote to the Shiplovers' Society on 6 April expressing an interest in publishing it. O'May replied to A&R's WT Kirwan on 23 April offering to send the completed manuscript to them. On 14 July, the Society prepared a letter of introduction for its President, Captain Guy Freeman, presumably so he could visit A&R in Sydney with the now complete manuscript. On 17 September Lawson wrote to O'May, noting that A&R had accepted his manuscript for 'the McKillop book' (*Harpoons Ahoy!*) and had expressed an interest in 'your history'. It would appear that he was unaware that the manuscript had already been sent to them.

The project began to unravel with the arrival of a letter from WT Kirwin stating that the manuscript required considerable work before it would be fit for publication. The Society was beginning to have doubts itself. As well as generating an extensive list of corrections, on 20 September O'May sent the manuscript to AB Taylor, MA, Professor of English at the University of Tasmania, for an opinion. It was returned just two days later,

and was much in line with that of the prospective publishers: although he had not read it in detail, he noted that ‘...it appears to be a rough draft of the work, which needs a thorough overhaul before it will be in a fit form for publication’ and, after some negative comments on its readability, ‘his mind is too fully occupied with the matter to be able to express it clearly and attractively ...’

O’May wrote to Lawson on 30 September noting that ‘before it could be published, it would require a good overhauling and to be edited, which would cost a considerable sum’. He also noted that another writer in Hobart was preparing a similar book that would probably be printed before *Blue Gum Clippers*, and had suggested scrapping it in the interests of a collaborative effort. O’May was not happy at all about that: ‘Hell of a kick, is it not?’ he concluded.

Although there were a number of ways O’May’s letter could have been read, Lawson chose to respond on 7 October with blistering fury. How dare the Shiplovers Society go directly to A&R ‘behind his back’ or, ‘what in the name of God for’ send it to a journalist and a professor. He admitted that it was still a rough draft that needed polishing, but ‘Nobody will ever grasp—though you should—what a hell of a job it was fitting all those slips of notes together...’ and concluded with ‘My solicitor is writing to Hobart to find out just how far this campaign of hate against me has gone’. That put the wind up the Shiplovers’ Society. It sought legal advice from its member WE Masters of Tinning, Propsting, and in a letter dated 29 October, Masters considered that Lawson had taken O’May’s letter in a manner the writer had not intended, and recommended a measured and conciliatory response that nevertheless should seek clarification of the copyright status of the project. Meanwhile, on 15 October the ‘rival’ author Leslie Norman had written to O’May renewing his suggestion that the Lawson book be postponed, even though he considered that even if published at the same time they would hardly compete with each other because of the differences in content and the fact that ‘there appears to be enough material for a whole library’.

By the time Lawson received the Society’s response to his last letter, he had calmed down considerably. He wrote to O’May on 9 November, ‘I am sorry I wrote as I did but the suggestion that I had not done that colossal job thoroughly made me boil. I would not do it again for £200. It nearly drove me mad ...’ He concluded with a comment that he hoped the whaling book would do well, especially for McKillop’s sake. He was also well aware of the competing project, Leslie Norman’s *Pioneer Shipping*, but asserted, rather uncharitably, that if it was anything like his recent *A Hundred Years of Yachting*, it would be little competition to *Blue Gum Clippers*.

On 23 November, he wrote another letter outlining his book’s undeniable problems:

I wrote the book according to instructions including the name of every possible ship. You will remember that at the outset I suggested making it a romantic story, but that did not attract you. That would of course be the best way: when a history of England is written they do not include the doings of every tin-pot council ... in the case of *Blue Gum Clippers* the same should be done—all the names of tiny river craft should be left out, or mentioned in a list at the end, just the big ships mentioned with their memorable voyages—Just like *Colonial Clippers* Lubbock did not lumber it up with the names of every Hong Kong sampan or Hooghly tug ...

It was, according to Lawson, a choice of whether it was intended to ‘publish the book as it is, a history, or make it a book that will be read everywhere’.

The original intent prevailed. The corrected and retyped manuscript was sent back to Lawson on 16 May 1938 for approval, then forwarded to A&R, but A&R, writing on 30 July, now balked on the grounds that it would be unlikely to sell well outside of Tasmania, and they required a £350 up-front payment toward a run of 1000 copies expected to cost about 5/- each to print plus 25/- per block for each of the 70-odd illustrations. This money the Shiplovers’ Society did not have. It had already expended most of its capital on the manuscript itself. So, on 8 November 1938 it wrote to the Prime Minister, Tasmanian JA Lyons, seeking financial assistance. It was not until 30 May 1939 that a reply was sent: funding under the Commonwealth Literary Fund would be considered if an application along with the manuscript and a recommendation by a competent person was received by the Prime Minister’s Department by 1 August. This was presumably done, but as the Second World War broke barely a month after the closing date, *Blue Gum Clippers* was to fall into limbo for the duration.

An advertisement in May 1947 announced that *Blue Gum Clippers and Whale Ships of Tasmania* was about to be published. However, it would not be until just before Christmas 1949 that it finally appeared on the bookshelves, having been published by Georgian House of Melbourne in a first edition of 3000 copies. Evidently remaining its financial backers, the Shiplovers’ Society’s AGM on 16 July 1952 noted that as of 31 May, 1451 hard-bound copies had been sold, and the remaining 1500-odd unbound copies on hand would still need to be sold to recover costs. Most of these appear to have been sold as a soft-cover edition.

Despite its faults, *Blue Gum Clippers* received positive reviews throughout Australia, and proved a successful attempt to promote Tasmanian maritime history to an Australia-wide audience. One of the foundation volumes on Tasmanian commercial shipping written

in the 1930s, having become scarce and relatively expensive on the second-hand book market, it was reprinted in 1986 by D&L Book Distributors of Launceston.

In conclusion, however, Lawson was right. Tasmania’s maritime history is far too big to be presented in a single book, and *Blue Gum Clippers and Whale Ships of Tasmania* would be the last attempt to do so. Harry O’May himself saw the limitations, and almost immediately after its publication, began his own attempt to rectify it. Using his trusty notes, his first book *Wrecks in Tasmanian Waters* was published in 1955, and followed two years later by *Wooden Hookers of Hobart Town and Whalers out of Van Diemen’s Land*, which was for all intents and purposes a recasting of the material upon which *Blue Gum Clippers* was based into the form that O’May had probably always intended. Two years after that *Hobart River Craft and Sealers of Bass Strait* completed O’May’s prodigious contribution to the popularising of Tasmania’s maritime history.

True to Leslie Norman’s belief, way back in 1937, that there was more than enough material in Tasmania’s maritime history to fill an entire library, later generations of writers with better access to and greater understanding of archival and oral history sources have done just that.

Endnotes

¹ *Mercury*, 30 April 1936

² *The Examiner*, 16 October 1936

³ *Mercury*, 23, 27 January 1937

⁴ MMT, Receipts, 16 April and 8 May 1937

⁵ *Mercury*, 8, 10 May 1937

⁶ *Mercury*, 20 May 1947

⁷ *Mercury*, 20 December 1947, 17 July 1952

⁸ *Mercury*, 17 July 1952

⁹ e.g. see reviews:
News (Adelaide) 6 April 1950
Sun (Sydney) 22 April 1950
Brisbane Telegraph, 27 April 1950
Advertiser (Adelaide), 3 June 1950

top left: Captain William McKillop

MMT Collection

top right: Will Lawson

Image courtesy of New Zealand Ministry for Culture and Heritage:
<https://nzhistory.govt.nz/media/photo/will-lawson>
National Opinion, 1, 1, 10 August 1933, p.1



EPILOGUE

When O’May introduced Will Lawson (above, right) to Captain William McKillop (1865-1938), perhaps the last surviving officer from Hobart’s long-lost whaling fleet, it led to an invaluable contribution to Tasmania’s maritime history. Lawson recorded McKillop’s memories, some of which would justify expanding the full title of his commissioned project to *Blue Gum Clippers and Whale Ships of Tasmania*, and the publication early in 1938 of *Harpoons Ahoy!*, an entertaining semi-fictionalised tale of Hobart’s whaling men that was more within Lawson’s own taste and abilities. A further tribute was Lawson’s *Bill the Whaler*, a book of poetry inspired by McKillop’s stories, published in 1944.

McKillop’s memoirs were also recorded for Dr WL Crowther’s collection now held in the State Library of Tasmania. Navarine Publishing is currently preparing them for publication.

New Zealand-born McKillop had first sailed on local coasters and whalers, but subsequently established roots in Tasmania, serving on the whalers *Sapphire*, *Waterwitch* and *Helen*. He then served mostly on timber-traders operating between Tasmania and interstate ports, with occasional stints on coastal, interstate and Pacific Islands steamers, until the mid-1920s. In later years he appears to have crewed fishing boats owned by his son Bernard, though he worked for a brief time as master of the Casimaty brothers’ new trawler *Nelson* until shortly before his death just after *Harpoons Ahoy!* was published.

In 1893 McKillop married Lucy Mooney in Hobart, and the couple had three daughters and three sons. McKillop’s only known second and third generation descendants were the three daughters (in 1984: Christina Louisa Linton, Helen Lucy Cooper and Kerry Therese Thora Hickman) of his youngest son Terrence Daniel McKillop (1912–1979), and their children Jason William Linton, Danielle Francine Cooper, Alicia Louise Cooper, Georgia Anne Hickman and Joanne Louise Hickman. If any reader knows of their whereabouts the writer would be very pleased to correspond with them, in case they are in possession of information and artefacts concerning their forebear, Captain William McKillop. ■

Whose Tree?

by Suzanne Smythe



Inscribed trees appear to have been commonplace at Adventure Bay in the 1700s. One of the first was marked A.D. 1773. The only known ship to visit that year was *Adventure* (Captain Tobias Furneaux) sailing part of that voyage in company with *Resolution* (Captain James Cook). The best-known tree, is one that acquired the name 'Cook's Tree'. But is there any justification for the name?

Cook visited only in 1777 with *Resolution* (Bligh was his sailing master) and a tree from East Cove on Bruny Island has contentiously acquired the name of Cook's Tree. Many claim that any tree inscribed by Cook would surely have been near Resolution River where he watered his vessels and that this East Cove tree probably bore the inscription recorded by Bligh in 1792, which was referred to by French explorers who visited in the next year. Labillardière, a French naturalist on Bruni d'Entrecasteaux's expedition (*Recherche and Esperance*), mentions that an inscription recorded, 'Near this tree Captain William Bligh planted seven Fruit Trees, 1792. Messrs. S. and W. Botanists'.¹ He also recorded sighting several tree trunks in the area which had inscriptions carved into them.²

When *Venus* (Captain Bunker) called at Adventure Bay in 1809, the captain noticed a tree stump into which French words had been carved. After deciphering part of the message, he dug in the ground beneath and found a sealed bottle containing three letters, possibly, he thought, left by La Pérouse. Clive Lord, naturalist and curator at the Tasmanian Museum, cited John West who, in *The History of Tasmania*, refuted this saying that Bent's Almanac 1828 had copied Bunker's mistake, but that the bottle had actually been buried there by d'Entrecasteaux, whose mission had been to search for La Pérouse, on his second visit.³

John Moore-Robinson, journalist and historian, writing in June 1913 about an excursion to Bruny Island mentioned Cook's Rivulet and stated that 'when Cook anchored his ships, *Resolution* and *Discovery*, in Adventure Bay in 1777, he watered them at the creek'. [Did he mean Resolution River?] Then describing Fluted Cape, 1½ miles south of East Cove, he noted that 'near the junction of the beach and rocks is a tree which might well be spoken of with reverence wherever the English language is spoken. It is Cook's Tree and, according to local statements, ... [had] a copper plate ... which bore

his name and the date ... Where its bark had been cut to permit the plate being fastened, grubs burrowed in ... and [about 1905] it succumbed to bush fire'. He added, 'I arranged to have a portion of one of the limbs sent up for preservation at the Tourist Bureau. We took photographs of the tree and passed on'.⁴ The Tourist Bureau did make efforts to preserve the historic tree at Adventure Bay. 'It is intended to take steps to fence the tree in and to have a suitable inscription placed upon it'.⁵ But not everyone believed in the validity of the claims made for the tree. In 'They Say', the Hobart *Critic* facetiously claimed that 'another of Cook's Trees has been found at Adventure Bay'.⁶

Lord questioned the location. Cook, he claimed, obtained water not from Cook's Rivulet but from Resolution River, two miles north, and there was no mention in Cook's log that he careened his ships in Adventure Bay.⁷ In a paper presented to the Royal Society in 1922, Lord, mentioned that for many years the father of Mr HW Knight had in his possession, a slab containing an inscription which had been given to him by one of the early whaling skippers, and that the slab was supposed to have come from a tree near East Cove.⁸ Two years later, in a letter to the editor of the *Mercury*, Lord followed up with 'The tree in question was certainly cut into, but the whole slab bearing the inscription was removed many years ago, and remained for many years in the possession of a Hobart merchant, but, unfortunately, was accidentally destroyed. Any marks that this tree bore were probably made by the French explorer, d'Entrecasteaux, as it was on this point that he erected an observatory in 1793'.⁹

When GR Gourlay took a strip off the stringy-bark tree's stump in 1918 he made a number of ornaments, such as a vase, serviette rings and an egg cup, to be sent to Melbourne to be placed in Cook's Cottage. He was able to recognise the tree by marks not obliterated in the fire. The *Mercury* reminded readers that 'the reason



'... near the junction of the beach and the rocks is a tree which might well be spoken of with reverence ...'



Making observations at the site Weekly Courier 11 November 1914

for naming it Cook's Tree wasn't clear as it was Captain Furneaux who landed [*Adventure* in 1773] but it is thought that the inscription left on the trunk contained the names of Cook's ships'.¹⁰

'Peregrine', writing in the *Mercury* in 1951, came to the conclusion that nothing positive existed to support the claim that Cook 'tied his boat' there in 1777, but added that it is 'generally believed that he carved his initials in the tree which is now little but a decayed stump'.¹¹

Numerous Cook's Trees abound in the world, usually occurring where he is thought to have careened his ship or taken on wood and water, e.g. Cooktown, in Queensland, boasts a Cook's Tree.

So, was the tree at Adventure Bay inscribed by Furneaux, Bligh or d'Entrecasteaux?

Whoever, it does not appear to have been Cook. ■



SKETCH OF SOUTH END OF ADVENTURE BAY, BASED ON BLIGH'S CHART
Bligh's chart showing the various creeks Weekly Courier 25 May 1922
Adapted from a sketch in Clive Lord's article⁸

below: 'Cook's Tree' 1951. Photo courtesy of the Tasmanian Archive and Heritage Office (TAHO) NS3195/1/773



Endnotes

- ¹ Labillardière, MJ. 1800. *Voyage in Search of La Pérouse* translated from the French. London: Stockdale. p. 82. A digital version of the book is available online.
- ² Ibid. p. 81.
- ³ Lord, C. 1920. 'The early history of Bruny Island.' *Papers and Proc. Roy. Soc. Tas.* Sept. 1920, pp. 114–136 (citing West, J. 1852. *The History of Tasmania*. Launceston: H Dowling).
- ⁴ Moore-Robinson, J. 'Holidaying on Bruni' *Mercury* 21 June 1913, p. 2.
- ⁵ *Mercury* 8 July 1913, p. 4.
- ⁶ 'They Say' in *Critic* (Hobart) 12 June 1915, p. 1.
- ⁷ Lord, C. Letter to the editor. *Mercury* 28 April 1924, p. 2.
- ⁸ Lord, C. 1922. 'Notes on Captain Bligh's visits to Tasmania in 1788 and 1792.' Hobart: *Papers and Proc. Roy. Soc. Tas.*, March 1922.
- ⁹ Lord, C. Letter to the editor. *Mercury* 28 April 1924, p. 2.
- ¹⁰ *Mercury* 7 July 1934, p. 6.
- ¹¹ 'Peregrine' in 'Memorial Trees'. *Mercury* 3 Nov. 1951, p.11.



1915 – *SS Nord* (1843 tons) built in 1900 in Scotland

SS NORD, BELONGING TO THE BRITISH IMPERIAL OIL Company, was sailing from Melbourne to Hobart in early November 1915 with 42 crew and 12 000 cases of benzine. It had been a pretty rough two days steaming down the east coast, so Captain Maurice Mackay made the decision to take the more sheltered passage between the Hippolytes, rather than passing to the outside. Mackay duly consulted his 1914 Admiralty Chart and set his course. Unfortunately, by some terrible omission, the chart did not show the pinnacle of rock that lay just beneath the waterline—the same rock that had sunk *SS Tasman* 32 years prior!

At 5pm on 7 November *Nord* struck that rock. Aware of a large hole beneath the ship's boilers, Mackay desperately tried to steer round the cape attempting to reach Port Arthur, however all steam pressure was lost once water reached the boilers. In the early hours of the next day, it became apparent that the ship would be lost. The four lifeboats were launched and all officers and crew left the sinking ship. (It sank at 2am.) One of the lifeboats was rowed to Tasman Island, where a crew member scaled the cliffs and raised the alarm. Wireless radio hadn't yet been installed on Tasman Island; carrier pigeons were used instead.

At daybreak, the lighthouse keeper released several pigeons carrying reports of the disaster. Unfortunately, Tasman Island pigeons didn't have a great track record for successfully delivering messages to Hobart. Their mercy flight was often a miserable failure, due to poor fitness (from being cooped up and then released into a howling gale) or aerial predators. They could be snatched by a hawk or falcon. But this time, one little buff bird managed to last the distance and deliver the message. Soon a rescue boat was on its way.

Meanwhile, another lifeboat attempted to land in Munro Bight but was smashed against the cliffs. Two of its occupants, the Chief Officer and the Chief Engineer, managed to scale the cliff and set about walking through trackless tangled undergrowth to the nearest settlement—Port Arthur. Without a map or tracks, they did successfully make it to the western side of the peninsula, and popped out at Denmans Cove! A fishing boat happened upon the rather relieved, hungry and exhausted chaps. Meanwhile, all occupants of the other lifeboats in Munro Bight were also rescued. No lives were lost—person or pigeon!

DESTINATION TASMANIA

1915 *Nord* – the Steamship

Other shipwrecks in Munro Bight are:

JAMES MUNRO (April, 1850)

Munro Bight is named after this wreck—the first in these waters. The newly purchased 450-ton ship from San Francisco never made it to its new home port of Hobart. Just before daybreak, it fell into a calm off Cape Pillar, was caught in the swell and drifted into the cliffs. With no wind to steer it out, it struck the rocks and sank within half an hour. All 17 aboard made it safely into the lifeboats and rowed to Port Arthur.

DON PEDRO II (October, 1861)

The 149-ton barque was sailing from New Zealand to Hobart with returning miners, with a strong easterly wind behind it. Calculations based on chronometer readings put the vessel at 60 miles off land, when a sudden wall of sea fog, followed by the sound of breakers indicated the error of the instrument. Shortly after, it struck the rocks near Cape Pillar. All seven aboard made it into the lifeboats, rowed into Fortescue Bay and walked overland to Surveyors Cove where they were rescued and taken to Port Arthur. The *Mercury*, (21 October 1861, p.2) reported that 'On the Monday night previous to the wreck a boy on board the *Don Pedro*, who was aloft stowing the topgallant sail, fell overboard and was drowned.'

SS TASMAN (November, 1883)

The steamship was sailing from Sydney for Hobart with a cargo of large and valuable items, including 71 cattle. Its Captain, John Evans (who later became Premier of Tasmania), had retired for the evening, leaving his Chief Officer in charge, with firm instructions not to pass in the narrow gap between Cheverton and Hippolyte Rocks. However the Chief Officer took the shortcut through the denied route, racing a nearby steamer. The ship hit a submerged, uncharted pillar of rock and sank within 15 minutes. The force of escaping air blew the piano through the saloon roof onto the deck. All 56 aboard made it to Fortescue Bay in lifeboats.

2015 *Nord* – the Swedish model

TASMANIA PARKS AND WILDLIFE SERVICE knew of a couple of wrecks in Munro Bight which had pretty interesting stories, but we hadn't realised the centenary of *Nord's* sinking coincided with the opening of the Three Capes Track! Until one day, quite out of the blue, an email arrived through our website enquiry address from the owner of a maritime shop in Sweden ...

YOUR ENQUIRY: SS NORD – STEAMSHIP BUILT 1900 IN SCOTLAND. I HAVE A SHOP IN SWEDEN AND AM IN POSSESSION OF THE SHIPS MODEL OF ONE OF YOUR INTERESTING DIVING-WRECKS AND WONDER IF YOU ARE INTERESTED IN SELLING IT TO ONE OF THE DIVERS OR TO THE LOCATION NEARBY? YOU CAN VISIT OUR WEBSITE AND READ MORE ABOUT IT. PLS HAVE A LOOK. FREDRIK TEVELL

While engaging in a healthy degree of spam/scam scepticism, which included checking the authenticity of the email, and the model, we discovered that not only was her 100-year anniversary due, but the wreck of *SS Nord* was actually within a kilometre of our newly built Munro site! It seemed fate that she be ours, so we set about her acquisition.

From: Mike Nash (Parks) to Fredrik Tevell – 17 April 2015

Thanks for your very interesting email about the *Nord* model – I'm assuming that it is a maker's model of the vessel? I'm discussing the model with a colleague, who is keen to negotiate its purchase for the 100 year anniversary of its sinking. I'm also a maritime archaeologist and have dived on the *Nord* shipwreck site a number of times.

From: Fredrik Tevell to Mike Nash – 17 April 2015

That's wonderful news! It appears to me that the model could not have a better home. We will keep it for you until you decide. About the size: 205x40x25 cm. The case is built in mahogany and glass.

From: Mike Nash to Fiona Rice, Interpretation Coordinator, Three Capes Track – 18 May 2015

Payment has been made on the *Nord* model and the shipping arrangements have been organised. They will let me know when it begins its journey to a new home.



2015 – Acquisition of *Nord*, the Swedish model

From: Fiona Rice to Peter Mooney, General Manager, Tasmania Parks and Wildlife Service – 18 May 2015
Good news. Mike has verified the authenticity of the *Nord* model and we have negotiated a price. I am proceeding with her purchase. We will install her at Munro and make sure she is here in time for the anniversary (7–8 November).

From: Fiona Rice to Mike Nash – 24 July 2015

Any news?

From: Mike Nash to Fiona Rice – 24 July 2015

Have not heard from Fredrik for over a month.

From: Fredrik Tevell to Mike Nash – 12 August 2015

Nord is now on its way to you! Now shipping company picked up the goods so now is the journey begun! Shipping Company will send travel documents to me in a few days and then I will immediately notify you how shipping takes place and when you can collect the goods as agreed. I am very sorry that it has taken much longer than I thought with various formalities. This is also the first time we sent the goods of this kind and as far as Tasmania.

From: Mike Nash to Fiona Rice – 18 August 2015

I just received a message that the *Nord* model has actually reached Hobart airport – apparently she was air-freighted rather than travelling via the slow boat – miracles do occur. I have customs and biosecurity paperwork to do before they will release her.

From: Fiona Rice to Peter Mooney – 25 August 2015

Our Swedish model arrived in Hobart airport last week! She flew! She spent some time in customs, and then had a spray tan (courtesy Quarantine). Mike and I visited her today. She is in good order. Lovely lines. A good purchase. Happy all round. Now to get her to Munro safely. ■

Contribution from Don Clark. Content in this article was originally written by Fiona Rice, Tasmania Parks and Wildlife Service, for an interpretive panel at Munro Cabin on the Three Capes Track.

Above: *Nord* safely installed in Munro Cabin on the Three Capes Track, after being transported to the site from the Fortescue Bay depot by helicopter. Photo: Tasmania Parks and Wildlife Service

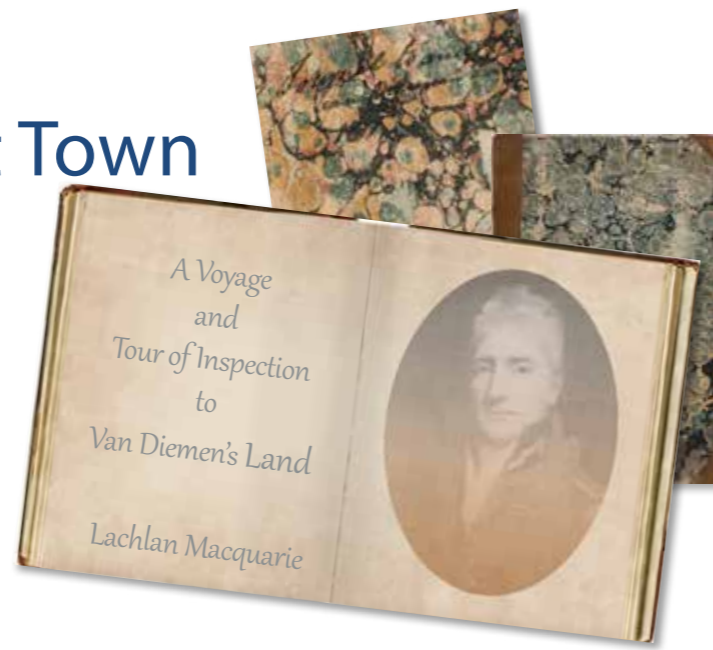
Cover: *Nord* wrecksite in Munro Bight. Photo: © Andrew Green 2015.

Three Capes Track — www.threecapestack.com.au

Destination Hobart Town 1821

from the journals of
Governor Lachlan Macquarie

by Chris Petersen



Lachlan Macquarie, Governor of NSW 1810–1821 visited Tasmania in 1811. In 1821, he returned with his wife Elizabeth and their seven-year-old son, Lachlan. Macquarie and his party left Sydney, Port Jackson, on *Midas* a merchant ship (320 tons) built in Hull in 1809. Under the command of Captain John Beveridge, and with the assistance of the East Australian Current, the ship made good time until a strong southerly gale forced it back. They waited, going ashore at times, for ten days while they hoped for favourable northerly winds, then made another attempt and reached Hobart six days later, following a similar course to that now sailed by entrants in the annual Sydney Hobart race.

Wednesday 4 April 1821 — *At 7 am embarked on board the private merchant ship Midas (Captain Beveridge), accompanied by Mrs Macquarie, [our seven-year-old son] Lachlan, Doctor Redfern [and others], together with our servants; the principal part of our baggage and stores for the voyage, and also our horses and carriage having been put on board some days before.*

At 8am on Thursday 5 April the pilot left and *Midas* continued to Van Diemen's Land in high seas. Next day, with the threat of a strong southerly gale, Captain Beveridge decided to return to Port Jackson where they anchored just inside the entrance. They learnt that *Duchess of York*, also anchored inside the Heads, had been 11 days sailing from Hobart Town to Sydney. *Midas* was kept in the Port Jackson area for 10 days while the captain waited for favourable weather. Macquarie and his party went ashore several times.

Monday 16 April — *At 3 pm a light breeze sprung up from the north-west, and we were able to steer our proper course south and by west. By sunset the breeze freshened considerably and we were running before it at the rate of 4 knots an hour. Soon after sunset we saw the Light on the Tower at South Head very distinctly.*

They sailed down the coast with a fair wind, past Illawarra. The wind continued until they were at the same latitude as the Furneaux Islands in Bass Strait. Making good progress, the ship was in sight of the Schouten Islands off the east coast of Van Diemen's Land by Friday 20 April. Then the wind died away.

— *At noon it came round to the southward, and consequently headed us, but appears quite unsettled,*

and inclined to a calm. By 3 pm it came on to blow a smart breeze at south with a nasty jumbling disagreeable sea, and continued thus adverse all night, during which we tacked to and from the land alternately so as not to lose any ground in what we had gained.

On Saturday, the wind shifted and, in the hazy conditions, they estimated they were about 10 miles north of Cape Pillar and the Northern Head of Frederick Henry Bay. In the evening they passed Cape Pillar 'a small lofty island, separated from the main by a narrow strait' then Cape Basaltes 'a very singular and beautiful headland and very high'. The wind headed them again and they despaired of progressing up the River Derwent. They persevered and the ship was anchored for the night within a mile of Betsy's Island, near the mouth of the river, but a strong northerly gale caused 'a great deal of motion'. The gale continued until morning. The hills were covered in thick cloud, rain threatened, and it was cold. After 11am the weather cleared and the Signal on Mount Nelson was observed. They fired a gun to signal the request for a pilot, who came aboard at 1pm. Still with a head wind, it was 6pm before they reached Iron Pot.

— *At quarter past 6 pm Lt Robinson, Secretary to Lt Gov. Sorell, and Mr Bromley the Naval Officer, came on board, and the former brought me a letter from the Lt Governor, congratulating me on my arrival. Mr Bromley brought me a Bag of Dispatches from Downing Street which came out by the Ship 'Medway'. At half past 6 pm we came to anchor in the mouth of the River, the wind having failed us entirely. At half past 8, Lt Robinson and Mr Bromley took their leave, after taking some refreshment.*

On Monday 23 April, the ship was not far from port, and the pilot believed they would dock later that day. Although the weather was fine, the wind still prevented much progress. At 6pm they dropped anchor within four miles of Hobart Town.

Tuesday 24 April — *At 10 am, the Naval Officer Mr Bromley came on board. At 1/2 past 11 a.m. Lieut. Govr. Sorell, accompanied by the Hon. Mr Judge Advocate Wylde, & Lt Robinson came on board to wait on me. At Noon the Midas had worked up into Sullivan Cove, and anchored abreast of Hobart Town within Half a mile of the Shore a few minutes afterwards ... On the Midas coming into the Cove a Salute of 19 Guns was fired from Mulgrave's Battery and the same was repeated from all the Ships in the Cove.*

Eight square-rigged vessels were in Sullivans Cove: *Eliza, Regalia, Caroline, Mary, Emerald, St Michael, and brigs Campbell Macquarie and Prince Leopold, a government vessel.*

Macquarie, his wife and son disembarked at 1pm accompanied by Lt Gov. Sorell and Judge Advocate Wylde on the government barge. They landed at the wharf below Government House 'where all the Principal Officers of Government and a great number of the more respectable Inhabitants were waiting to receive' him. Mrs Macquarie was taken to their lodgings at Mr Birch's house in Macquarie Street and Macquarie, after attending to official business, joined her there. The couple later dined with Sorell, his Secretary, Robinson, and Wylde.

On Thursday 26 April, he rode out with Sorell and the Engineer, Major Bell, to inspect established buildings and those in progress. They rode through the Town and to New Town where he inspected the roads and saw nearby farms, calling at one owned by Mr Gatehouse, who was erecting buildings for a brewery. More government business followed and he signed death warrants for ten criminals. On the following Sunday, after noting a large fall of snow in the town and on Mount Wellington, he records his distress when he learns of the death of one of his horses.



'View of the South End of Schouten's Island, Van Diemen's Land' by Joseph Lycett (ca 1774–1828). Refer Macquarie's journal Friday 20 April. Image courtesy of the State Library of Victoria.

facing page:
background images: Macquarie's 1811 and 1820 journal covers, courtesy of Mitchell Library, State Library NSW. Image of Governor Macquarie: National Library of Australia. Main diary image: Commons.

below left: Old Government House, c. 1847, showing its proximity to the water's edge. Photograph by JW Beattie of an original painting (artist unknown) from the ER Pretyman Collection at the Tasmanian Archive and Heritage Office, NS1013-1-1809. Refer Macquarie's journal 24 April.

— *I had the misfortune to lose in the course of last night my fine and excellent carriage horse, Ajax, in consequence of his having broke out of the stable and run himself on a plough which lay in the Stable Yard, the Handle of which ran into his chest about 14 Inches, which instantly killed him ... We have had this useful fine Horse upwards of 11 years in constant use and therefore I feel it a most severe loss. It is particularly provoking to lose so valuable a horse in so foolish a manner, and more particularly at the present moment when we are so much in want of horses, on the eve of our departure for Port Dalrymple, on which journey poor Ajax would have been so very useful to us.*

I inspected all the Prisoners in the employ of Government at Church Muster this morning, and went afterwards along with Lt Gov. Sorell to hear Divine Service at the new Church of St Davids.

On Saturday 5 May 1821, Macquarie left Hobart Town and set out with his wife and son, Sorell and his son, Wylde, and others, for his tour of inspection of Port Dalrymple.

Governor Macquarie resigned his post later in 1821 and returned to Britain, where he died in 1824. The ship which brought him from Sydney to Hobart Town, *Midas*, after a change of ownership, was later used to transport convicts. ■

Editor's Note: The journals of Governor Macquarie are held at the Mitchell Library, State Library of New South Wales. A longer transcript of his 1821 voyage can be read online at Macquarie University's website: www.mq.edu.au/macquarie-archive/journeys/1821/1821a.html



Captain Henry Bennison

top: *SS Flora*, Captain Henry Bennison, on an excursion to Port Arthur in 1884

centre: *SS Oonah*, Captain Bennison's last command before his early death in 1891

inset: Captain Bennison

below: Certificate of Competency (Second Mate) granted in 1877 to Henry Bennison
All images are from the MMT Collection

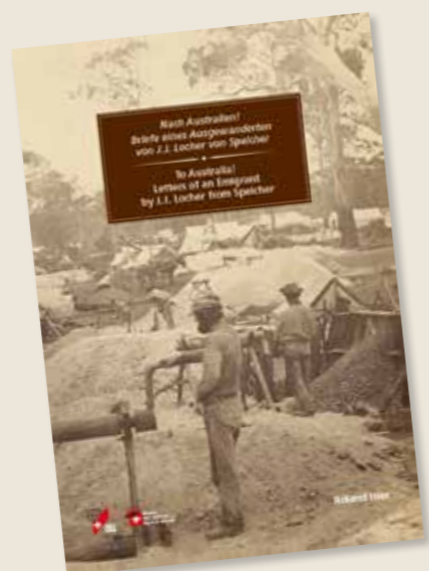
For more of Captain Bennison's story, please go to p. 22.



Speicher, hometown of JJ Locher. Lithograph by his brother, JU Locher, c. 1853. Picture courtesy of Gallery Kempf, Riazzino, Switzerland.



SS City of Hobart on which JJ Locher sailed from Hobart to Melbourne. Image: JW Deering, 1856.



Selected passages from Locher's letters were first published by his brother in a booklet *To Australia! Letters of an Emigrant by JJ Locher from Speicher*. This illustrated version, edited by Roland Isler and dedicated to the Organisation of Swiss Abroad for their centenary in 2016, has both the original German transcript and an English translation.

104 pages. High quality soft cover. \$25 + postage.
For orders please contact the editor on: roland@gallus.com.au

Also available from Amazon as a Kindle eBook — ASIN: B01AOT5GFA
<http://www.amazon.com/-/e/B01AQDKMW6>

Letters of an Emigrant

from Switzerland to Van Diemen's Land ... and beyond

—At 4 o'clock in the evening on the forever-unforgettable 24 May, we finally arrived in the harbour of Hobart. The whole journey from Hamburg to here took 186 days.

In 1855, emigrant JJ Locher wrote to his brother in St Gallen, Switzerland, and described to him his voyage to Van Diemen's Land, his impressions of Hobart Town and his onward journey.

JOHANN JAKOB LOCHER WAS A BORN ADVENTURER. Before his voyage to Hobart, he travelled to America to visit one of his brothers and he referred in his letters to twelve journeys, of which 'none was as interesting and with such diverse events as this one'.

He detailed the conditions and described the personnel on the Dutch ship *Lewe van Nyenstein*: the temperamental captain who 'cared for nothing more than his ship, but who ordered most of the sails down by night so that nothing disturbed his sleep'; the purser, a former captain who 'because of the loss of his ship, which was stranded, sank to the current rank'; the 'miserable' ship's doctor, who had been brought on board by the police; and the officers, and crew.

After a delayed start, partly due to weather and partly because of action taken against a schooner which had collided with the ship off Cuxhaven and caused damage to rigging, they sailed down the English Channel, and passed the Canary Islands on their way to Cape Town and Hobart.

Locher was in his mid-twenties and single when he embarked at Hamburg. Other passengers too were mostly single tradesmen, seeking work on farms, but there were a few families, some with eight or nine children who, in the confined quarters, were 'a true misery' for him. Berths and bedding were infested with lice and he recalled that when reading a book a rat 'startled me as much as I seemed to have startled it'. Not all was misery. Despite disputes, deaths, and the discomfort, they enjoyed the celebration of birthdays and other occasions. Storms, during which everything was 'all messed up ... made it appear to be gloomy, and yet wonderful'.

Their kitchen had been swept away in a storm but was restored and 'the whole ship fixed up' as they came

into Storm Bay. From here, he delighted in the views of Tasmania which 'opened up before us like a panorama'. Their progress to the port was slow with a 'totally unfavourable ... northwest wind ... increasing the impatience of the hopeful and expectant' passengers. He was impressed by the green conditions, the rocky coastline and the backdrop of Mt Wellington. The pilot arrived, a steamer with several German merchants on board greeted them, and Locher commented on the fine harbour where even large, fully-laden ships could dock—an advantage not every seaport has.

The next day, prospective employers came aboard to assess the suitability of the new arrivals. An agent told Locher that he could arrange work for him in a respectable house in Hobart. After complying with the request to shave his beard and clean himself up, he was taken to a businessman's residence and contracted for six months as a gardener and general help. He was well-treated, the food was simple but plentiful and he had time to relax. He noted opportunities and the price of various commodities and he recorded, sometimes inaccurately, the statistics and history of his new surroundings. He was told of other immigrants who were offered a wage increase if they attended church regularly.

—I do not think that on all the Earth there is another place which, with such a small population, has on one hand so many rascals and on the other hand so many highly religious people like the island of Van Diemen's Land.

After only a few weeks in Hobart Locher, like many young men from Tasmania, responded to the lure of recently discovered gold on the mainland. He was released from his six-month contract and, on 30 August, boarded *SS City of Hobart* bound for Melbourne and more adventure on the diggings of the Victorian goldfields. ■

postcard from *Monaco*



The impressive building that houses the Oceanographic Museum of Monaco is built into the cliffs of the principality and overlooks the Mediterranean Sea. Prince Albert I (1848–1922) was a sailor, navigator and pioneering oceanographer who led several scientific expeditions in Mediterranean and Arctic waters, and founded the Oceanographic Institute and Museum. Since 1910 it has been a training and research institute; it has a large collection of oceanographic equipment on display, a whale room, and an aquarium with 1000s of marine species. In the grounds of the museum is the yellow submarine, *Anorep I*, built in 1966 for undersea explorer and filmmaker, Jacques Cousteau. In the surrounding gardens of Saint Martin is a bronze statue of SAS Prince Albert I at the helm of his ship.

<https://www.oceano.mc/en>



TO: *The Editor
Maritime Times of Tasmania
Maritime Museum
cnr Argyle & Davey Sts
Hobart, Tasmania 7000
AUSTRALIA*

You can spend hours exploring this fascinating museum and the beautiful aquarium, then there's a restaurant on the top floor overlooking the Côte d'Azur plus a gift shop with very interesting books — definitely worth a visit when you're in this part of the world.

Cheers, Phillippe.

in remembrance

Rolph Omant – Life Member of the Maritime Museum – passed away recently on his 86th birthday.

Rolph joined the Museum in the late 1980s when it was at Secheron House. During the 1990s, he was a committee member and, in 1998, he was awarded Life Membership.



He was an early proponent of using computers to improve our operations, and in the mid-1990s began moves to digitise the Museum's photographic collections.

He also set up a movement activated sound system in one of the main rooms just off the foyer at Secheron House, so that the sound of seagulls provided a pleasant background for visitors! This was our first attempt at such activity, and it certainly enlivened the rather dour atmosphere of the building.

Rolph was one of many Hobart children unlucky enough to have been afflicted with polio in the 1950s, and although 'cured' by the standards of the time, bore the results throughout the rest of his life, with the consequences becoming more marked with advancing years. For this reason, Rolph was an enthusiastic supporter of our forced acquisition of a lift for the Carnegie Building, as many of his activities took place upstairs.

Rolph's enthusiasm for the Museum pervaded all his activities and his retail background—he was a partner with his mother in a plant and flower shop on Murray Street—really came to the fore when our move to the Carnegie Building allowed him to develop a proper museum shop. Previously, at Secheron House, items for sale were limited to a small display on or around the reception desk, but so effective were Rolph's activities in the Carnegie Building that for many years the contribution of his shop to our Museum finances was absolutely critical.

His name lives on: a plaque provided by his family is a well-deserved tribute.

Bob Andrewartha was a stalwart volunteer at the Museum for over twenty years, being awarded Life Membership in 2016. He used his skills as a joiner throughout the Museum, most recently in constructing the 'Wall of Models'. Bob and his brother, Tom, had worked together as Andrewartha Bros. Builders, with restoration work at Port Arthur historic site taking up much of their time.

A passionate sailor, Bob was a fine Gwen 12 sailor in his early years. Later, his family home in Lindisfarne became something of a boatyard as Bob built *Twillo*, a photographic record of which he gave to the Museum, including a shot of the planks stacked in the living room! Bob went on to sail *Twillo* for many years.

Bob remained active at the Museum right up to his untimely death, trading his joiner's tools for a computer, where he helped with the registration and cataloguing of the Museum's ever-growing collections. He is shown here getting stuck into the bucket puzzle, a puzzle which caused equal amounts of amusement and frustration and has still to be solved! (See 'notes from the curator', MTT No 30 Summer, 2010, p. 15.)

His quiet good humour will be greatly missed.

Wally Mainsbridge

We also acknowledge the passing of Wally Mainsbridge. Wally became a regular volunteer when the Museum opened in the Carnegie Building, retiring from the role due to ill health a few years ago. His was a friendly, good-humoured presence at the front desk, always ready with a joke or story.

right: *Twillo* in full sail
Photo: Bob Andrewartha
MMT Collection



below: Bob and the bucket puzzle.
Photo: MMT Collection



notes from the curator

by Rona Hollingsworth



RECENTLY WE RECEIVED A WONDERFUL DONATION of three late nineteenth century paintings depicting Tasmanian ships. As well as being fine examples of maritime art from that period they are also linked to the fascinating but tragic story of a popular and highly esteemed Captain who died prematurely of a terrible disease now easily treated with penicillin.

The Captain was Henry Bennison, son of prominent Hobart solicitor, Robert Bennison. Henry was 16 in 1870 when he was indentured to GM Evans, sailing master of the London trader *Helen*. (The Captain's son, John Evans, seems to have been a fellow apprentice.) *Helen* is the subject of two of the paintings, one in calm seas and the other in rough. Both are signed and dated '1883' by English based artist H Percival; *Helen* was regularly trading to London at that time.

After gaining his certificate of competency as Second Mate in 1877, Bennison joined the Tasmanian Steam Navigation Company. By August 1882 (aged 26), he was First Mate (or Chief Officer) on *SS Flinders* between Launceston and Melbourne and not long after he became First Mate on *SS Tasman*. The third Bennison work, painted by English/Australian artist W Forster in 1885, depicts *SS Tasman* off the Tasman Peninsula where it had been wrecked two years earlier. Its captain at the time of the wreck was John Evans, Bennison's fellow apprentice on *Helen*.

In August 1883, Bennison obtained his first command replacing John Evans as Captain of *SS Esk* while Evans became master of *SS Tasman*. In December of that year Bennison married and set up home in Harrington Street, Hobart. Six months later, and just short of his 28th birthday, he was given command of the TSN Co's new flagship steamer, *SS Flora*. After about five years as Captain of *Flora* on the Hobart-Sydney route, he was given command of the 1700-ton *SS Oonah*, built for the TSN Company in Glasgow and the most recent addition to their fleet.

To achieve such success, as well as the popularity and esteem indicated by various newspaper reports, was

quite extraordinary for such a young man. Tragically, he fell ill in December 1891 and died of 'general paralysis of the insane' in the asylum at New Norfolk on 16 August 1892. He was only 36 and left behind a widow and three young boys.

General paralysis of the insane was the description given by doctors to a disease that caused many young men in their 30s and 40s to die in the late nineteenth century. Symptoms often included delusions, manic and unruly behaviour, slurred speech and poor balance, (signs that could easily be misdiagnosed as the effects of alcoholism). But the sufferers mostly died only weeks or months after their admission to an asylum. The disease had been recognised in the early 1800s and appeared to increase during that century. Causes and cures were unknown but it seemed to be most prevalent among men in port and mining towns and in the military. By the turn of the century a strong link with untreated syphilis had been recognised. In 1913 a spirochaete was identified that, over time, infected the brain and caused the condition—but in the 1940s the discovery of penicillin marked the death knell of the disease.

Thanks to the young captain's Bennison/Gatehouse descendants we now have three new paintings in our collection and a moving maritime story from the 1800s.

The Maritime Museum also holds Bennison's Mates Certificate (p. 18), and the Log Book for *SS Esk* signed by Bennison during his command 1883-1884. ■



top: *Helen* in stormy (left) and calm weather (right) by H Percival, 1883

top, centre: *SS Tasman* by W Forster, 1885
This might depict the ship on its last voyage in 1883 when it sank off the Tasman Peninsula.

centre: Captain Bennison MMT Collection

high and dry

by John Wadsley, Maritime Heritage Coordinator

Destination Tasmania – I've been musing over the theme of this issue of *Maritime Times*, about journeys to our fair island, discoveries, departures, arrivals, wanderings across our landscape. It is a fact that we all have our own stories of coming to Tasmania, for we are all travellers of sorts. Even if we were born here, our personal history is connected to people who travelled to this place.

THE FIRST PEOPLES CAME to what we now call Tasmania by walking here. Ancestral Aboriginal clans came to know the landscape intimately and travelled across it depending on the seasons—coastal areas in winter, inland in summer. They effectively categorised the land by what it could provide: the best locations for fishing or harvesting shellfish; good open ground for hunting kangaroos and emu; quarries for stone, flints and ochre; ceremonial and sacred places. And over millennia, they came to know the land very, very well.

For my ancestors, the experience of coming to Van Diemen's Land, let alone the actual decision to come, must have been a monumental happening in their lives. They were good Methodist stock, who left behind their Lincolnshire farm and who, we believe, were encouraged to make the journey to the other side of the world by other Methodists already established in the colony. Their journey to Van Diemen's Land started in Liverpool in October 1852. James, Hannah and three boys under five years (Wright, John and William) sailed on the Dutch barque *Baltimore*, arriving in Melbourne in February 1853. A few months later, the family (sadly without William who had died just after reaching Melbourne) set sail on the barque *Eucalyptus* for Hobart with the prospect of work on Richard Shoobridge's Providence Valley farm in North Hobart. Less than a year after their arrival in Hobart Town, a daughter was born, Ann. Sadly, she lived less than twelve months.

It's not often we gain an insight into the impact on families left behind. But remarkably, we have a number of letters written by James' brother, William, from Lincolnshire. One letter, dated June 1854, is from William who had just received the first correspondence from his long-departed brother in the Antipodes.

Dear Brother, received your long expected and welcome letter May 27th '54. With no common emotions you had been given up for lost by many. I know not what to think. The letter to me was life from the dead. It found us that were in the land of the living in good health praise God, but our dear Father left this world after great suffering Dec 20th 53. We had a sorrowful Christmas. ... I bitterly regretted letting you go, had I been aware of what I should had to pass through, you would never have had my consent. I hope it is for the best.



The barque *Eucalyptus* on the slip at Secheron, 1862
Photo courtesy TAHO



The Wadsley family in 1893.
back row: Edwin, John Thomas, James, Elizabeth Annie, Wright
middle: Mary Jane, James Snr, Elizabeth Williams, Hannah
front: Lennard, Dora, Arthur, Gladys

Obviously, William missed his brother. That long-awaited correspondence brought 'life from the dead'. What a great phrase! You can just imagine William opening the letter and the flood of relief. It is hard now to contemplate the enormity of the physical and emotional distances that separated the Wadsley brothers. Other letters that have survived see William often talking of family doings, births, deaths, life on the farm, the prices for wheat and other produce, the poor seasons, the good seasons, the impact of the Crimean War in the UK. He also pleads for James to return to England. It was becoming too much for him. But it was all to no avail. The Wadsleys were here to stay in their Destination Tasmania.

And that's why, in part, you have me here to help out (less quietly, they say) in the Museum! ■

from the galley

WHAT COULD BE MORE AUSTRALIAN than Fish and Chips on the wharf? The dish emerged in Britain in the mid-nineteenth century, then spread around the Empire. But the origins of a bag of sliced potatoes and a piece of fish is quite a cosmopolitan story.

Potato chips originated in Belgium, when a poor housewife who couldn't afford fish instead fried potato cut into the shape of small fish. Fried fish is itself a Jewish dish, brought to northern Europe by Portuguese and Spanish refugees in the seventeenth century. The two ingredients were originally sold separately, fried fish getting a mention in *Oliver Twist*, first published in 1838, while chip shops selling fried potatoes became common throughout England's industrial north. The first true Fish and Chip shop is thought to have been opened in London's East End by a Jewish migrant named Joseph Malin in 1860.

As a quick, cheap, hot meal, Fish and Chips appealed to working folk and by 1910 there were 25 000 shops throughout Britain. Fish and Chip restaurants, with table service, table cloths and other trappings of middle class establishments were opened throughout London and the seaside resorts of the south east of England by London fish merchant Samuel Isaacs in the early twentieth century. His trademark phrase 'This is the Plaice!' survived well into the 1960s. In 1928 Harry Ramsden started opening similar restaurants throughout the north of England, and the eponymous chain continues to thrive today. By the 1930s the dish was so popular that George Orwell referred to it as a 'panacea' of the working classes. It was one of the few foods that remained off the ration during WWII.

Athanasias Comino, a migrant from Greece, is credited with opening Australia's first Fish and Chip shop on Sydney's Oxford Street in 1879, although his own family suggest that he copied the idea from a shop just down the street run by an otherwise forgotten Welshman. In Hobart a Jos. Moore advertised Hot Fish and Chipped Potatoes for 3d at 167 Elizabeth Street in 1909,¹ while in 1946 Glenorchy Council employed extra men before church on Sunday mornings to clean away the rubbish left the previous night: "There seems to be a party in every doorway, and the remains of fish and chips and crayfish are everywhere," complained the Warden.²

Fish and Chips could lead to trouble with the law. In 1922 a Hobart magistrate found that 'it may be a pleasant occupation on a wet night sitting in a doorway eating fish and chips, but it is against the law' fining one culprit 5s with 6/6 costs.³ In 1916 a young labourer found himself in court in Hobart having been overheard swearing at his wife after returning home from work to find no tea ready for him. His wife said she would send out for fish and chips, but he swore that 'fish and chips were no good to a man after working hard all day', a position many would dispute. His apology to the magistrate and defence that 'It was only to my wife, Your Worship,' did him no good and he was fined 10 shillings and 6/6 costs.⁴

With Fish and Chips so readily available, a recipe seems superfluous but, as such is the point of this column, here's one.

OVEN CHIPS

Rather than deep-fry chips, we make them in the oven at home. Takes a bit longer, but they're very tasty.

POTATOES - enough to make enough chips (guess how many, then add a few).

King Edwards are my favourite.

Large, older Pink Eyes make an excellent alternative.

OLIVE OIL - a couple of tablespoons.

PRE-HEAT oven to 220°C.

PEEL potatoes and cut into thick chips.

SOAK chips in cold water for ten minutes, drain and dry thoroughly with kitchen paper or a tea towel.

SPREAD the chips loosely on a baking tray or shallow dish and sprinkle on the oil.

TOSS to coat.

BAKE for 45 – 55 mins, turning occasionally, until golden and crisp.

BEER BATTERED FISH

1 cup self-raising flour

1 egg, beaten

¾ cup beer

4 white fish fillets

plain flour for dusting



FILL a heavy based saucepan two-thirds full with oil, then heat.

SIFT the flour with a little pepper and salt into a bowl.

ADD egg and beer and stir until smooth.

DUST the fish with flour and then toss in the batter one at a time until well coated.

REMOVE and shake off the excess batter.

When the oil is medium hot gently lower in one fish fillet and cook for 2 minutes or until the batter is golden brown and crisp.

REMOVE the fish with a slotted spoon and drain on kitchen paper.

REPEAT with the remaining fish.

Open the window to get rid of the smell.

SERVE with lemon wedges, tartar sauce, tomato ketchup or, for the traditionalist, just salt and malt vinegar.

¹ *Mercury* 3 February 1909, p. 2

² *Mercury* 14 March 1946 p. 17

³ *The World*, 25 March 1922, p. 8

⁴ *Examiner* 27 May 1916 p. 8

Aside from the references above, found through the excellent Trove, the author also consulted www.allaboardseafoods.com.au; www.fishandchipsawards.com.au and Wikipedia (which is not a research tool) in the preparation of this article.

40

FORTY SOUTH PUBLISHING

THE

Van Diemen

HISTORY PRIZE 2018/19

The Van Diemen History Prize 2018/19 – ENTRIES OPEN 1 JULY 2018

Good writing about history can be engaging, insightful, poignant or intriguing, but the underlying research will always be authentic and rigorous. To foster quality writing about Tasmanian history, Forty South Publishing is initiating a biennial prize for non-fiction history articles written for a general audience.

Open to Australian citizens or Australian permanent residents, the prize is for articles up to 3,000 words on any aspect of Tasmanian history prior to the 21st century.

The winner will receive a cash prize of \$500 and publication in *Tasmania 40°South*. A selection of the best entries will be published in *The Van Diemen Anthology 2019*.

Entry forms and terms can be downloaded from the 'Writing Competitions' page at:

www.fortysouth.com.au

Entry fee: \$20 per article. Entries close 24 September 2018.

PLEASE NOTE that previously published articles are eligible for entry but must be free of copyright for publication in *Tasmania 40°South* and the anthology.

ENDOWMENT FUND – FOR THE FUTURE

Generous donations by two members have enabled the MMT committee to create an endowment fund which is intended to help finance:

- Purchase of objects, artworks, documents and artefacts to augment the Museum's collections in accordance with the Acquisitions Policy;
- Conservation of objects, artworks, documents and artefacts in the collection;
- Preparation, design, construction, installation and hiring costs of temporary exhibitions;
- Renovation of existing permanent exhibitions, or preparation, design, construction and installation of new permanent exhibitions; and
- Support of educational initiatives and scholarships.

As a self-funded organisation, we encourage financial donations from members and the general public to help with these very important aspects of our operation and to ensure a vibrant future for the Museum.

Donations to the Endowment Fund can be made in various ways, including on the [subscription renewal form enclosed](#) with this edition.

Anything over \$2 is tax deductible. For further information, contact the Hon. Secretary by email: info@maritimetas.org or phone the Museum (03) 6234 1427.



A silver christening spoon dated 1817 and a whalebone model of a whaler, both from the nineteenth century and purchased thanks to the generosity of members of our Museum.



book review

by Clio

MAATSUYKER THROUGH OUR EYES

Caretaking on Tasmania's wild and remote Maatsuyker Island

On busy mornings, when you're running late, the grey faceless buildings of the city are closing in and everyone in southern Tasmania is trying to get into the same car park, the craving for solitude can be strong. Perhaps that solitude could be found in the corner of a cafe, but you'd probably still be dreaming of being alone somewhere more remote, with scenery that demands to be looked at. Somewhere like Maatsuyker Island perhaps?

For most of us, dreaming of Maatsuyker is as far as we'll get, our knowledge limited to photographs. The volunteer Friends of Maatsuyker Wildcare Group visit periodically to care for the buildings and help with the island's 'management', as do Parks and Wildlife staff and their contractors. But for an extended stay on the island you need to sign up for the volunteer caretaker program. Paul Richardson and his partner Amanda Walker stayed for six months over the winter of 2015. As a couple who fish commercially, they were not so much seeking solitude as to know a place that was already familiar, but only from a distance.

This book is an absorbing and beautiful telling of their story, with Paul's text lavishly illustrated by Amanda's wonderful photographs. As they say in their preface there are surprisingly few images taken on the island, and this book more than plugs that particular gap. Paul covers all aspects of the experience, starting with the excitement of having their application accepted. Just a short time is available to organise six months of their lives into 39 plastic bins weighing less than 750 kg, with 190 daily meal plans. In exchange for having the island pretty much to themselves there was work to be done: recording daily weather observations, cutting grass, repairing storm damage, managing the veggie garden and looking after the island's buildings. Amanda's camera records all this, as well as their exploration of their temporary home. Her shots of weather rolling in across the ocean are stunning.

Amanda and Paul chose winter for their stay as they wanted to see the Southern Ocean 'in full flight. You know, 10 metre seas and 70 knot winds'. Spells of such weather, and the aftermath, are described almost reverentially, while the camera captures the majesty of weather at its rawest. Bad weather brings extra work, checking buildings and equipment and clearing fallen trees; all part of the experience and rewarded by the 'indulgence' of a bottle of wine after the 1500 weather observation. The stay is not without drama. Paul describes how an unwelcome bout of pneumonia coincided with a lightning strike that knocked out all power in a dramatic and damaging fashion. 'Never a dull day, never a dull moment'.

This handsome, well-designed book will delight anyone with an interest in the islands and oceans of Tasmania and the people who make their lives there.



by Paul Richardson and Amanda Walker (2018)
Forty South Publishing

ISBN 978-0-6481688-4-3
311 pages | hardback
Illustrated
(lots of colour photos)

knot so hard

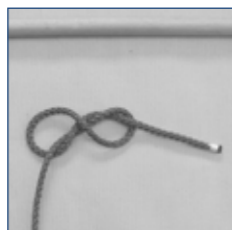
a series by Frank Charles Brown

No 46 – Strangle Knot B

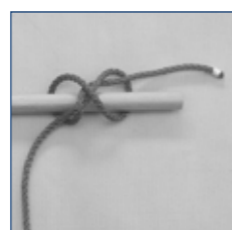
This knot has been described previously, but this alternative method of tying might be interesting and even useful. The knot is reported to be nearly as secure as the Constrictor and possibly a little easier to untie.



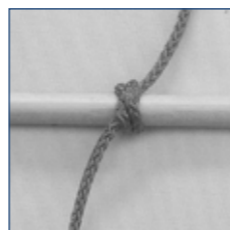
1 STR-B-1 Make a Double Thumb Knot.



2 STR-B-2 Twist the loop generated.



3 STR-B-3 Bring the two loops created and pass them over end of object.



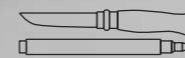
4 STR-B-4 Dress down.

MICHELLE BLAKE
Historical Research

ASSISTANCE WITH:

- » Family history and genealogical enquiries
- » Maritime, military and provenance research
- » Lands title searches
- » Consultation sessions are available

Michelle is a member of the Professional Historians Association, and is located in Hobart, Tasmania. She offers a professional and confidential service.



mablake2@live.com.au
mbhistoricalresearch.com



Lady Nelson

sailing most weekends
& public holidays
(1½ hour duration)

\$30 adults | \$10 children

Phone 03 6234 3348
www.ladynelson.org.au

EXPLORE HOBART ON THE RED DECKER



SPECIALISED BUS CHARTERS

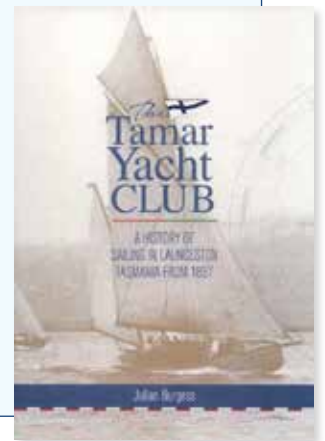
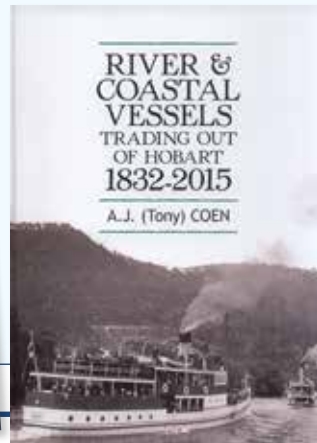
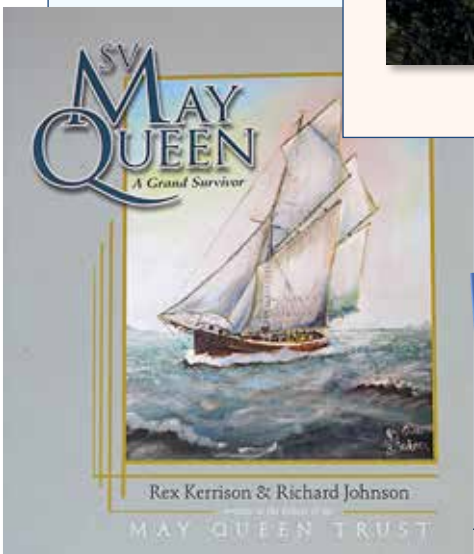
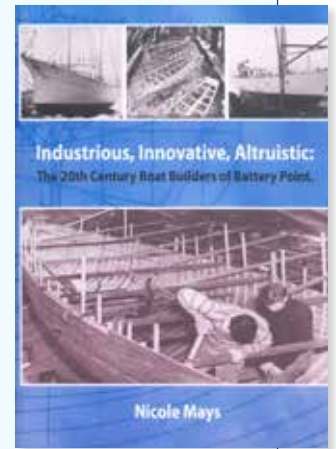
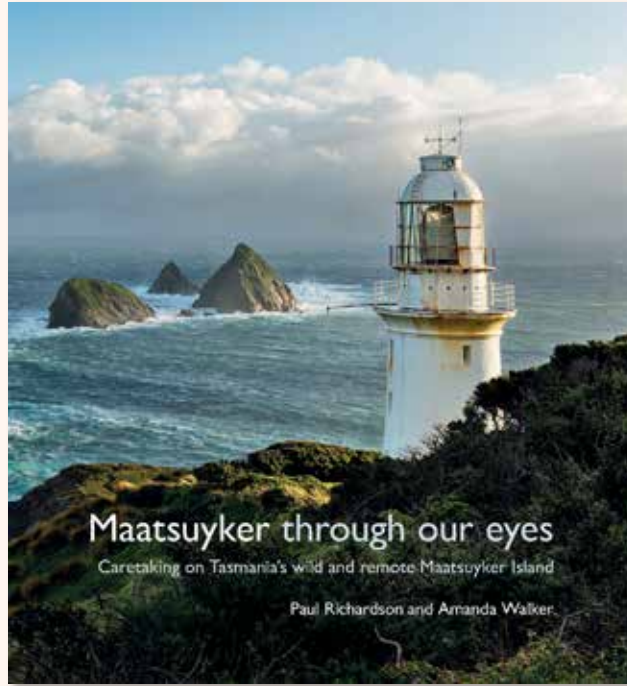
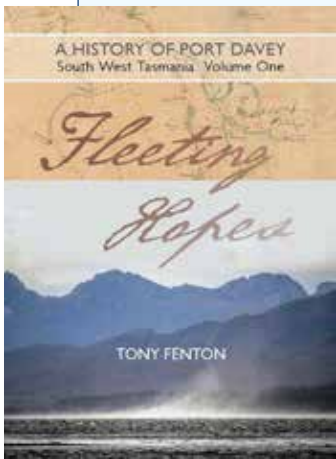
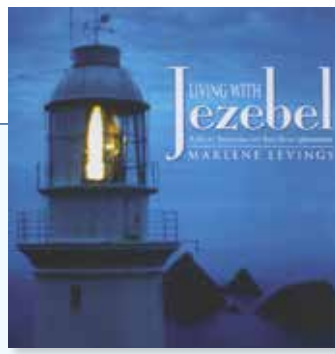
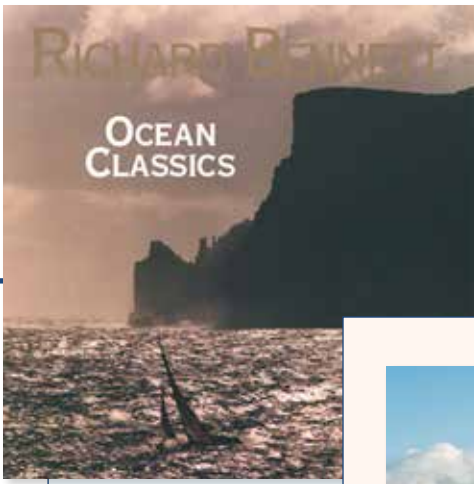
SOCIAL GROUP EXCURSIONS

OPEN-TOP & CLOSED-TOP BUSES

(03) 6236 9116

www.reddecker.com.au

Proudly supporting the
Maritime Museum of Tasmania
since 2000.



See book review on page 26



Rolph's Nautical Gift & Book Shop

OPEN 7 DAYS — 9am–5pm — CALL IN AND BROWSE

There are lots of gifts available in the Maritime Museum's shop. Call in to see the full range—books, DVDs, clocks, barometers, mugs, globes, models of ships, etc.

10% DISCOUNT for MMT members (+ postage & handling)

shop@maritimetas.org