

Maritime Times

Tasmania

AUTUMN 2025
ISSUE NO. 90
\$10.00

Ramping Lion returns to the river

OUT OF THE BOX: MODEL KITS OF THE 50s & 60s
WARRIORS OF THE SEA: PROTEST SHIPS

Maritime Museum Tasmania

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Maritime Times Tasmania is the
quarterly magazine produced by
Maritime Museum Tasmania
ISSN 2652-1393 print
ISSN 2652-1342 digital

Acknowledgements

Maritime Museum Tasmania gratefully
acknowledges the support of the City of Hobart,
Murdoch Clarke, TasPorts, Arts Tasmania, and
Nanni Diesel Australia.

Maritime Museum Tasmania is pleased to
acknowledge the support of its Patron,
The Governor of Tasmania, Her Excellency
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Cover:
volunteer crew
leaving Kettering
Marina on *Ramping
Lion*, helmed by
George Burrows.
Feb 2025
image: Sally Dexter

Maritime Times Tasmania



City of **HOBART**



ENERGY IN BLUE



TasPorts



Events
Tasmania



MURDOCH CLARKE
LAWYERS

Maritime Times Tasmania welcomes original historical or newsworthy articles for publication that reflect the Museum's mission to promote research into, and the interpretation of, Tasmania's maritime heritage. Contact editor@maritimetas.org for further details on contribution requirements, guidelines and editorial standards.

from the president's log

Welcome to the Autumn edition of *Maritime Times*, highlighting how the Museum's collections—and the efforts of our volunteers and staff—help make them accessible to the community.

The fiftieth anniversary of the *Lake Illawarra* tragedy was marked by a memorial service organised by the Motor Yacht Club of Tasmania on 5 January. The Museum collaborated with the Club to present an exhibition on the *Lake Illawarra* and the tragic collapse of part of the Tasman Bridge as part of this event. Among those attending the memorial service was Mick Carr, a member of the *Lake Illawarra*'s crew. Having spoken of his experiences that night, Mick presented the Museum with a memorial plaque that had been given to him as a survivor some years ago.

The following month, the Museum was heavily involved in the biennial Australian Wooden Boat Festival. As well as exhibiting several small craft, the Museum was actively engaged on the water, with both *Westward* and *Ramping Lion* taking part in the festival's sail past. *Ramping Lion* is a Huon pine pulling boat built by leading Tasmanian boat builder Max Creese in 1981. Originally part of the Australian National Maritime Museum's collection, *Ramping Lion* was transferred to the Museum relatively recently. Thanks to the efforts of our volunteers, *Ramping Lion* accompanied *Westward* from Kettering to Sullivans Cove in time for the festival's opening 'Parade of Sail'.

The *Lake Illawarra* memorial and the newly revitalised *Ramping Lion* reflect two very different ways in which the Museum's collections sustain meaning and memory within the community.

The Museum's collections have largely been built through the generosity of the community, and this edition of *Maritime Times* highlights several recent donations. Some of these are already on display, while others will be incorporated into refreshed exhibitions in the near future. In accepting these donations, the Museum also takes on the responsibility of managing them for future generations.

One example of the challenges of collection management is the ongoing project to rehouse the Museum's photographic collection using conservation-standard storage materials. Comprising many thousands of images, this collection is a key record of Tasmania's maritime heritage and is regularly used by researchers both within Australia and internationally.

Like so many of the Museum's core activities—such as welcoming visitors—special projects like the photographic rehousing initiative are only possible thanks to the dedication of our volunteers. Volunteers are essential to the Museum's operations and future potential, so I encourage you to help promote our volunteer program and the many rewarding opportunities it offers.

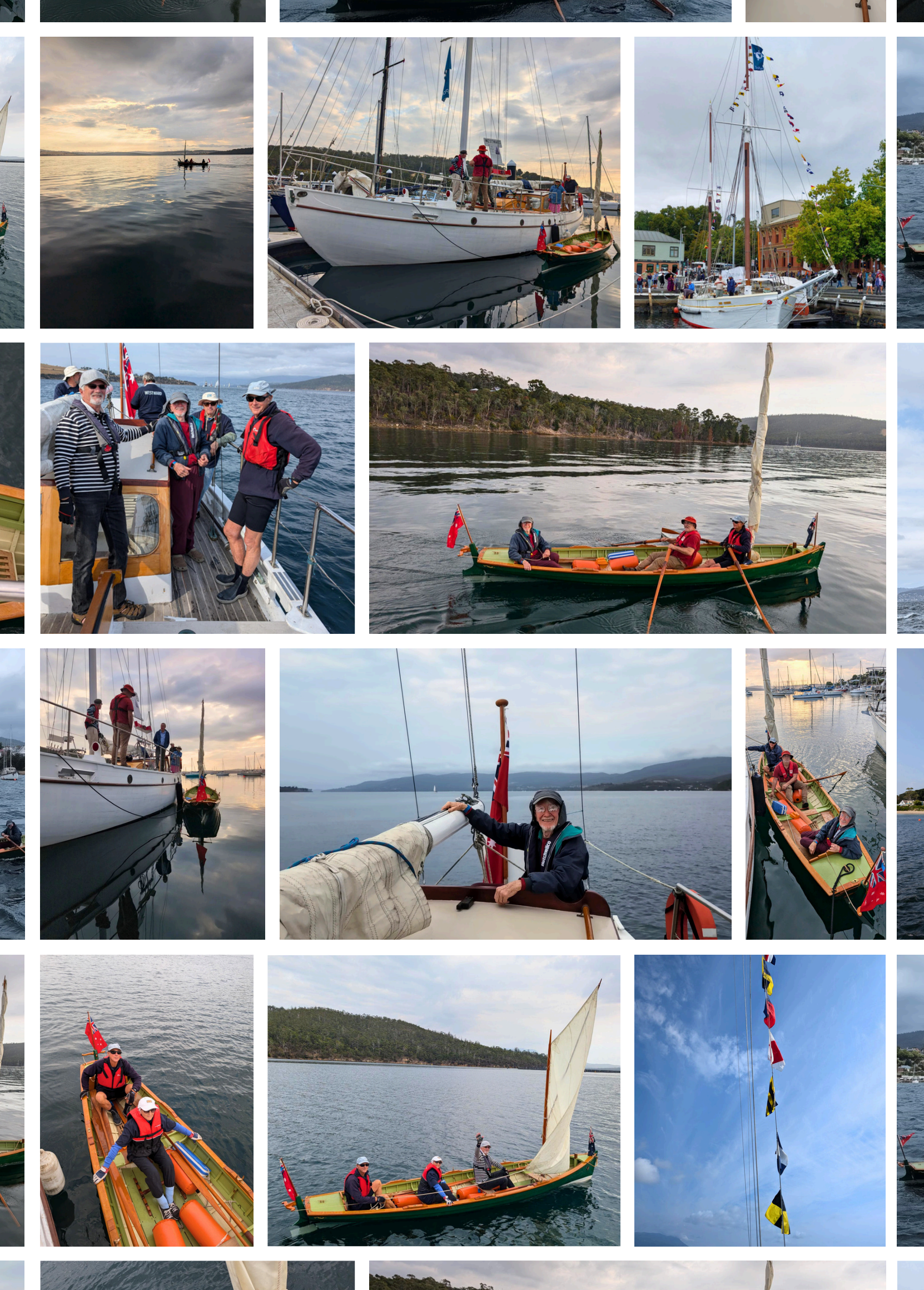
Beyond the Museum's own activities, this edition of *Maritime Times* continues to document Tasmania's maritime heritage, past and present. Highlights include a review of protest ships that have visited Tasmania, an overview of the Antarctic Division's ice core project, and a look at TasPorts' Making Waves Foundation. Long-time Museum member Rex Cox also shares his recollections of making model boat kits during the 1950s and 1960s—an aspect of maritime history surprisingly underrepresented in our collections.

The past summer has been an active one for the Museum and its volunteers, and autumn looks set to be just as busy. At the Museum in Argyle Street, we anticipate the installation of a new series of interpretative signs for the large objects in the Museum's front garden. Additional signage will highlight the Museum's location on the original shoreline of Sullivans Cove and explain how the architectural design of the Museum building influenced that of the nearby TasNetworks substation.

Further afield, final installation work is underway on the interpretation of Semaphore Cottage in Princes Park. Originally built for the Mulgrave Battery, the cottage later became the centre of Australia's largest optical telegraph, or semaphore signal, system. This interpretation—drawing on the Museum's collections—has been enhanced by loans from the Port Arthur Historic Site Management Authority and Narryna.

There will be more about these projects—and others—over the coming months.

CHRIS TASSELL,
MMT PRESIDENT



From storage to sail-past:

Ramping Lion's return to the river

BY ROSS JAMES, PHOTOS BY SALLY DEXTER

Hobart is blessed in being a linear development along the banks of a relatively well-mannered river. From the time of the first European settlers and even before, boats were a common option for travel along the river. Colourful stories were told of the Hobart watermen, a particularly notorious clique of individuals who could be engaged to deliver you up, down or across the water. Their boats came from various sources, some old chasers from the whalers that called Hobart home, some redundant gigs from broken up vessels, and some scratch-built by the myriad of shipwrights engaged along the river and channel.

One week prior to the 2025 Australian Wooden Boat Festival, *Ramping Lion* was disinterred. Each individual component carefully wrapped and labelled by the Australian National Maritime Museum was attacked by a group of MMT volunteers. Like demented Santa's elves, casting foam packing and paper wrapping aside with vigour.

Once all components were accounted for, The Living Boat Trust loaned a suitable trailer. Loaded on to the trailer, securely tied down, she was led to the waters of Oyster Cove Marina in Kettering. These stories would usually include here a line saying that on launching she rode majestically upon the wavelets. The truth is, in the half hour it took to reach her allocated berth, the water level was lapping at the bottom of the seat thwarts. Thankful that we had installed three large inflatable buoyancy bags, the volunteers gingerly abandoned ship. Over the next few days of occasional bailing out to assess if the planks were taking up, it was great to see that by day four she was remaining mostly water tight.

Early morning of the AWBF sail past, a crew assembled in Kettering on both *Ramping Lion* and mother ship, *Westward*.

Heading into the rising sun through the anchorage of Little Oyster Cove undisturbed by any breeze, *Ramping Lion* made an idyllic sight.

All the way to Tinderbox Point with a few crew changes, we averaged a steady three and a half knots using the little spirit rig. Mindful of the need to meet the midday rendezvous for the sail past and an uncomfortable southerly building, *Ramping Lion* was towed by *Westward* to Nutgrove Beach, where the crew was again put aboard for the sail past and an uncomfortable—but entirely successful—completion of the journey.

Relieved from her role of minding her dinghy partner, *Westward* was free to line up to enter Constitution Dock, and what a line it was! While doing conservative donuts in the crowded outer harbour, wrestling with the fresh southerly, a queue formed, mostly following a clockwise pattern of luxury varnished temples, family cruising yachts, experimental fishing platforms and canoes, all waiting for the lifting bridge to grant access. We watched in awe as the freshly restored *Te Uira*, lee hull well awash, a cream cloud of jibs, main and top sail un-reefed leaving a wake of pure foam fearlessly romped past the more temperate of us.

It was with huge sighs of relief from the entire crew that, now alongside *May Queen*, in her allocated berth, we tightened the last of the lines, and opened the first of the wines. For *Westward*, the Australian Wooden Boat Festival had begun. Four days of telling *Westward's* story to anyone too exhausted to walk away, showing Hobartians and world travellers alike the intricacies of this Jock Muir wonder yacht. If we missed you at the festival, please do come to the museum where we are happy to tell the story again.



Welcome

to the Museum's newest members...

Peter Green
Lorraine Dooley
Simon Grazebrook
Louise Drury
Tony Sweeney
Gregory Williams
Beverley McGreevy
Daniel Myler

Adrian Short
Alexander Cameron
Adrian Chesterman
Malinda Cuttiford
David Hamilton
Stephen Tait
John Behrens

Become a member and experience all the Maritime Museum has to offer.

- Free admission for the year,
- Invitations to member-only events,
- Access to the museum's library & photographic collection,
- Subscription to member's email newsletter,
- 10% discount at the Museum Shop.

[Download an application form:](https://maritimetas.org/support/membership)
maritimetas.org/support/membership

Preserving the Museum's maritime photo collection

Applying for competitive grants is never an easy task, but securing funding is only the beginning of a much larger commitment. Last year, Maritime Museum Tasmania was fortunate to receive several grants, which is fantastic news, but it also means a significant workload for our dedicated team.

In the spring edition of Maritime Times last year, we proudly announced that we had been awarded a \$15,000 grant from the Maritime Museums of Australia Project Support Scheme (MMAPSS). This funding is being used to rehouse a crucial part of our photographic collection in best-practice archival materials. Our collection serves as Tasmania's primary maritime photographic archive and is widely used for research. This project ensures both its long-term preservation and enhanced accessibility for the community.

Our team of volunteers has been diligently working to catalogue and protect this collection. The process involves sorting the photographs, placing them into archival sleeves, and storing them in archival folders. These measures allow the photographs to be handled without risk of damage, ensuring reduced physical contact while maintaining easy access for researchers and enthusiasts alike.

The collection primarily consists of vessel photographs that document ships visiting Hobart over the years, providing invaluable insights into the port's activity and evolution.

Thanks to the MMAPSS grant, we are making significant strides in preserving these historical treasures. We also extend our gratitude to our volunteers, members, and supporters who make this work possible.



image: Volunteer Jonothan Davis working on archiving the Museum's photographic collection, February 2025.

SS *Lake Illawarra* 50th anniversary memorial service

BY COLIN DENNY

On Sunday 5 January I attended the memorial service at the Motor Yacht Club of Tasmania on the 50th anniversary of the SS *Lake Illawarra* collision with the Tasman Bridge. The Honourable Barbara Baker AC, Governor of Tasmania, was present together with many people associated with the tragedy and two survivors who served on the ship.

Survivor Mick Carr travelled from Brisbane with his two sons and four Maritime Union of Australia Queensland members to bring a memorial plaque to present to the Maritime Museum at the service. Jason Campbell and Alisha Bull from the Tasmanian branch of the MUA assisted in arranging their travel to Hobart.

Mick spoke of his recollection of the night of the accident and the aftermath. He then presented the memorial plaque to me as the representative of the Maritime Museum. The memorial lists the lost crew members on a hardwood burl displaying the ship's lifeboat propellor.

Mick was just 21 years old when the accident occurred. After leaving his seagoing position he worked in the Queensland office of the MUA where he was visited by a land-based shipwright offering him the plaque as he was a Lake Illawarra survivor. He accepted the offer and for many years it hung in his Brisbane home.

Mick didn't want the memorial plaque lost and forgotten, so he chose the 50th anniversary to offer it to the Maritime Museum. Regrettably, he was unable to recall the maker's name so the plaque's provenance is incomplete. Nevertheless, Mick's talk of his experience and his presentation were highlights of the service.

In closing, Commodore Brian Edmonds thanked the Maritime Museum for helping with the event organisation and providing the artefacts and interpretation banners for display in the Club.

After the service the Governor, accompanied by a small group, boarded the MV *Egeria* to lay a wreath at the site of the accident. Twelve of us, including survivor Mick Carr, cast roses overboard in memory of each life lost on that day. It was an emotional moment particularly for Mick, visiting the site for the first time since his 1975 rescue.



image (left): Governor of Tasmania lays a wreath at the site of the accident from MV *Egeria*. image credit: Government House Tasmania.
image (right): Memorial plaque presented to Maritime Museum Tasmania by Mick Carr, featuring the propellor of the ship's lifeboat.



Purchases at auction:

The Museum's collection comes principally from donors, however, on occasion artefacts are purchased at auction if the price is right. Recently we bought a collection of glass slides of the Port of Hobart containing, amongst others, an image of the barque *Kaiulani* that sailed into Hobart in June 1942 with an allegedly mutinous crew.

Another interesting purchase is an original 1872 charter agreement between Captain Robinson and Captain McArthur for Robinson's barque *Free Trader* to sail to Albany to salvage whale oil and whaling equipment from McArthur's whaler *Fanny Nicholson* that foundered in King George Sound.

As part of the ongoing revamp of the China Trade module in the Carnegie Gallery, the Museum has acquired a 19th century Chinese export plate. This beautiful "famille rose" porcelain piece complements our recently obtained teapoy, further illustrating Tasmania's historical trade with China.

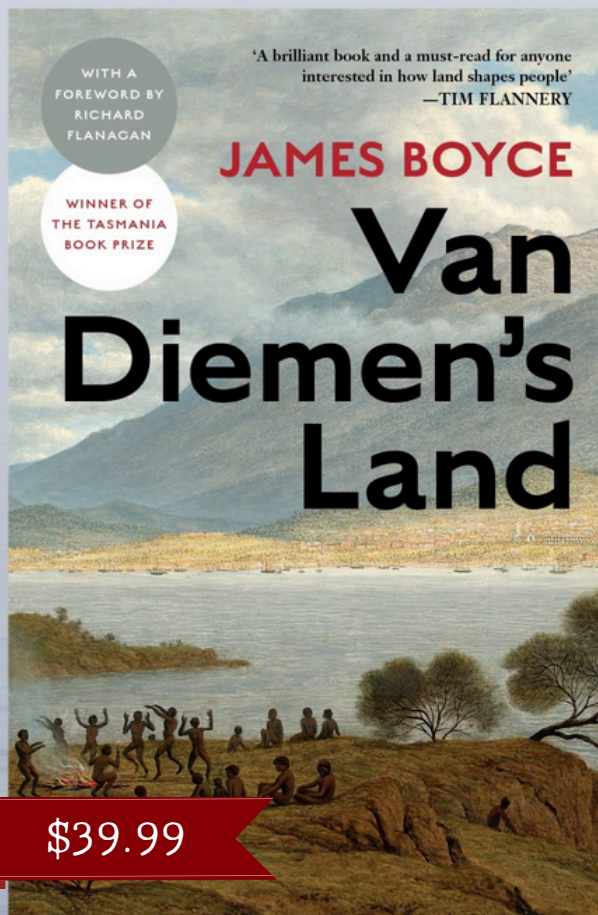
Throughout the 19th century, Tasmanian ships transported wool, timber, and whale oil to Asia, returning with prized goods such as tea, silk, spices, and porcelain. Among these imports, Chinese export porcelain was particularly valued. Produced specifically for foreign markets from the 16th to the 19th century, it was tailored to Western tastes and became highly sought after in Europe, and later in North America, and Australia.

Our latest acquisition features a stunning 'Rose Medallion' pattern, celebrated for its vivid colours, intricate designs, and delicate gilded details. Adorned with finely painted birds, insects, and elegant figures, it exemplifies the artistry that made Chinese porcelain so desirable.



Maritime Museum Tasmania accepts gifts of objects, documents and artefacts relating to Tasmanian maritime history and that meet the Museum's Acquisition and Collection Policy. These donations are tax deductible under the provisions of the Income Tax Assessment Act, subject to certain conditions. The Museum is happy to explain the procedures and benefits of donating to the collection to potential donors, simply [contact us](#) for more information.

In the bookshop: new(ish) releases

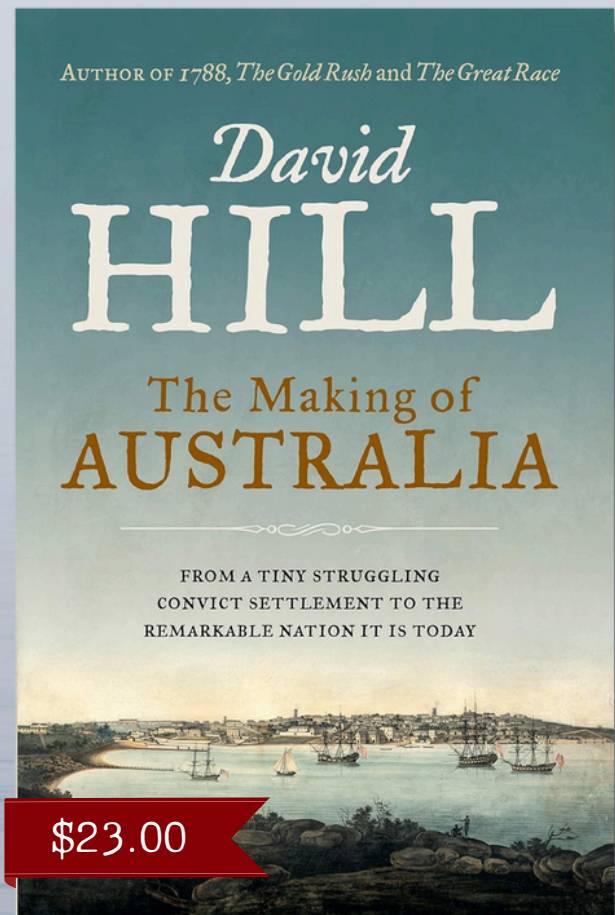


***Van Diemen's Land*, James Boyce**

Almost half of the convicts who came to Australia came to Van Diemen's Land. There they found a land of bounty and a penal society, a kangaroo economy and a new way of life.

In this multi-award-winning history of colonial Tasmania, James Boyce shows how the newcomers were changed by the natural world they encountered. Escaping authority, they soon settled away from the towns, dressing in kangaroo skin and living off the land.

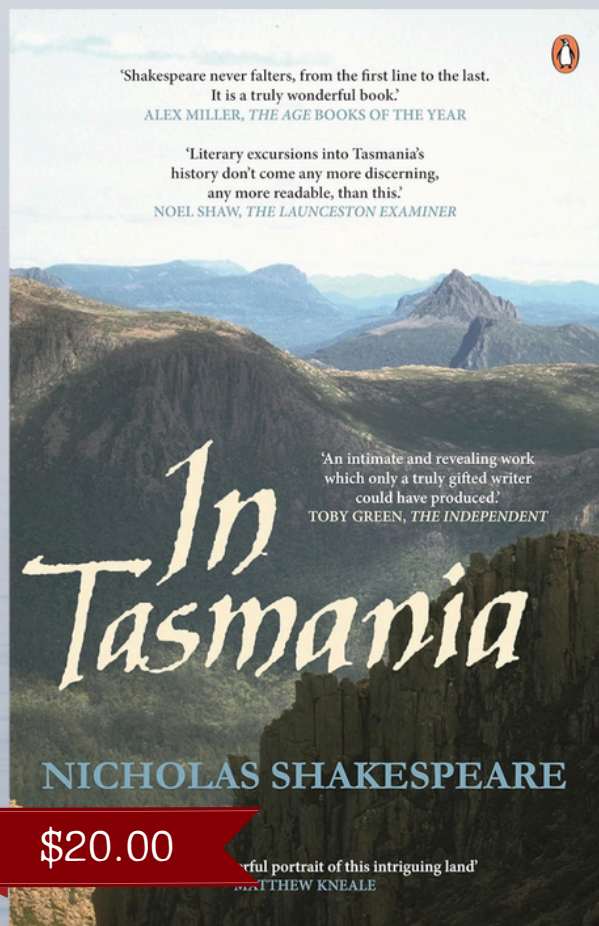
Behind the official attempt to create a Little England was another story of adaptation, in which the poor, the exiled and the criminal made a new home in a strange land. Inseparable from this was a growing war against Aboriginal Tasmanians, which became ever more extreme.



***The Making of Australia*, David Hill**

This is the story of how a struggling convict settlement grew into six dynamic colonies and then the remarkable nation of Australia. Told through the key figures who helped build it into the thriving nation it is today, David Hill once again offers up Australian history at its most entertaining and accessible.

In his latest book, David Hill traces the story of our nation from its European beginnings to Federation. When James Cook landed on the east coast of Australia, the rest of the world had some idea of how empty, vast and wild this continent was, but so little was known of it that in 1788 most people thought it was two lands.

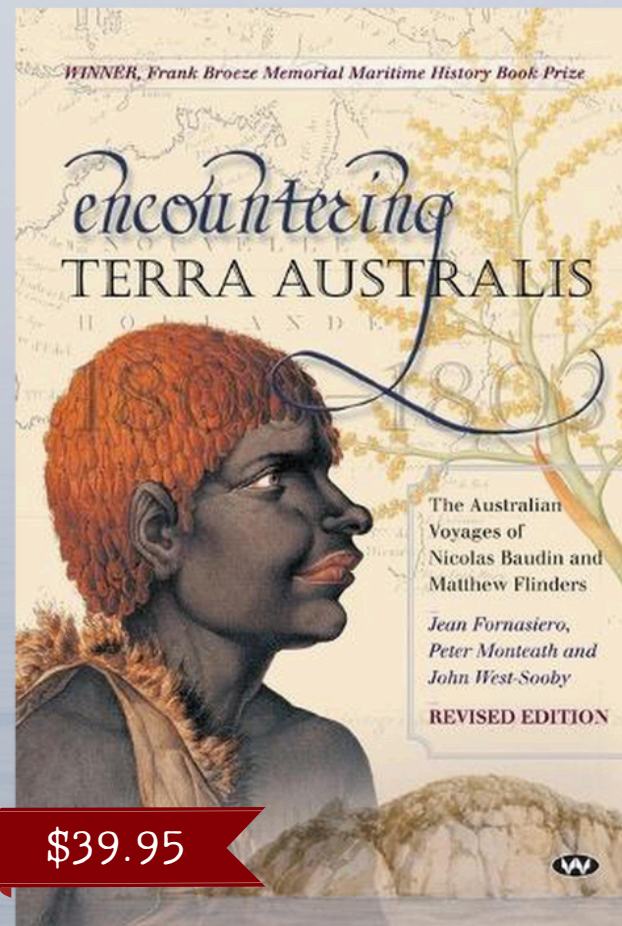


In Tasmania, Nicholas Shakespeare

A brilliant account of 200 years of Tasmanian history and an acclaimed writer's discovery of his secret connection with that island and its past.

In Tasmania on holiday, novelist and Chatwin biographer Nicholas Shakespeare discovered a house on a 9-mile beach and instantly decided this was where he wanted to live. He didn't know then that his ancestor was the corrupt and colourful Anthony Fenn Kemp, now known as 'the Father of Tasmania', or that he would find relatives living on the island.

Shakespeare interweaves his personal journey into a new-found paradise with a brilliant account of the two turbulent centuries of Tasmania's history in this fascinating and timely book.



Encountering Terra Australis, Jean Fornasiero, Peter Monteath and John West-Sooby

Encountering Terra Australis traces the parallel lives and voyages of the explorers Flinders and Baudin, as they travelled to Australia and explored the coastline of mainland Australia and Tasmania. Unusually, the book takes its lead from the voyages of Baudin, rather than Flinders, providing a rather different interpretation than those presently circulating.

Furthermore the authors have worked using their own totally fresh translation of Baudin's journals, sourcing original accounts including material which has never before been available in English.

Volunteer with us

at Maritime Museum Tasmania



As a not-for-profit, volunteer-led museum, Maritime Museum Tasmania offers a range of fun and rewarding volunteer roles that help us preserve and interpret Tasmania's maritime heritage.

“

“Volunteering at Maritime Museum Tasmania is an opportunity to work alongside some great people from a wide range of backgrounds in a flexible and enjoyable environment.”

- Paul A., volunteer since 2011

”



→ Meet new people

Build your network and make new friends as you join our family of approximately 100 valued museum volunteers.

→ Learn and discover

Whether you're a seasoned mariner or just starting to dip your toes into the waters of local history, there's a place for you here at Maritime Museum Tasmania. You'll gain intimate knowledge of our unique and eclectic collection of art, photographs, artefacts, and historical documents.

→ Gain experience

Volunteering with us offers a unique opportunity for those seeking work experience, providing a valuable stepping-stone towards a career in hospitality and tourism.



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If you've ever felt the allure of Tasmania's maritime past, or simply wish to be a part of an organisation that values history and community, then we wholeheartedly invite you to embark on this rewarding journey with us.



Spirit of Tasmania II sailing from Devonport, November 1 2024.
Photo: Rex Cox



Spirit of Tasmania I departing Devonport, November 2 2024.
Photo: Rex Cox



Liekut arriving, framed by *Spirit of Tasmania I* (left) and *STI Osceola*, Devonport November 2 2024. Photo: Rex Cox.



Liekut departing Devonport November 2 2024. Photo: Rex Cox.

Ship spotter

BY REX COX

The port of Devonport has been much in the news lately, and I was fortunate to be able to spend a long weekend there in November, with ship photography as my primary focus. The confines of the Mersey River and approaches are ideal as they bring vessels very close to the camera.

It's also a very busy port, particularly when the *Spirits* are operating their accelerated high season schedule. This had just commenced, so I saw them both twice over four days, together with the regular cargo ferries *Searoad Mersey II* (also twice) and *Liekut*. TasPorts' John Duigan was loading for King Island, sharing the western (city) side of the river with the cement carrier *Goliath* and oil tanker *STI Osceola*. The latter had been in Hobart a couple of days earlier, and moved on to Burnie over the weekend.



Searoad Mersey II enters the Mersey, November 3, 2024. Photo: Rex Cox.



Tugs & other vessels at Devonport November 2 2024. Photo: Rex Cox

Ramping Lion

& the gigs of Waterman's Dock

BY EMILY QUINTIN

Up until the mid-twentieth century, waterman's gigs—or 'pulling boats'—played a pivotal role in maritime communities; their sleek narrow design making them ideal for ferrying passengers, delivering mail, and even smuggling goods.

Gigs were once a vital part of Hobart's early colonial settlement. In the nineteenth century, these boats would shuttle pilots to ships and connect traders with vessels sitting out in the River Derwent's wide harbour. These boats were also a way for passengers to get across from Hobart to the eastern shore.

The history of the waterman's gig

Waterman's gigs trace their origins to the coastal towns of England, particularly Deal, Whitby, and the Suffolk and Norfolk coasts. Built for speed under oar, these boats featured clinker construction, a narrow beam, and a distinctive high wineglass transom. The navy often relied on Deal-built gigs for their ship's tenders, drawn to their speed and manoeuvrability.

Watermen, who owned and operated these gigs, were licensed to transport passengers for hire, and their base of operations, Watermans Dock, still carries their legacy in name. However, most early licensees did not row the boats themselves; instead, they employed boatmen—often assigned convicts—to operate them.

The gigs also found their way into the early competitive rowing scene, with recorded races dating as far back as 1820. These races were fiercely contested, attracting large crowds and significant wagers, with Tasmanian crews becoming local celebrities in the maritime sporting world.

Maritime historian Harry O'May described the evolution of these boats in *Hobart River Craft*:

"...the boats of the 'eighties' were built to suit local conditions; they were 16 to 18 feet in length, with a beam of 5 feet 6 inches; they had centreboards and were rigged with a spritsail and jib with no ballast, so if they did happen to capsize, built of Huon Pine they floated and gave the occupant something to cling to until picked up. These fine boats were in great demand at weekends and holidays. The cost of hire was one shilling an hour."

image: Watermans Dock c1895 showing several types of waterman's boats then in use - dinghies, whaleboats, centreboard gigs, and at the upper-left a half-decked yacht. O'May collection (MMT_P_OM_Z_17a)



The story of Ramping Lion

Maritime Museum Tasmania recently took delivery of *Ramping Lion*, a replica 1840s pulling boat, crafted from Huon pine. Hobart collector George Burrows commissioned well-known Battery Point boat builder Max Creese to build the replica gig in 1981. Creese created the design by studying a nineteenth-century photograph of pulling boats in Waterman's Dock.

Local historian Graeme Broxam noted in *Pride of the Port: The Watermen of Hobart Town*:

"Careful investigation of surviving photographs reveals no set pattern for the design of Hobart's waterman's boats... rather they seem to have been inspired by the personal whim and experience of their builders and owners."

Burrows named his replica *Ramping Lion* after an original waterman's boat, *Rampant Lion*, constructed of six Huon pine planks on each side. The fittings on the replica are bronze, and there is decorative scrollwork with shields on the port and starboard bow. Burrows undertook the detailed paintwork himself and has provided the Museum with an album of images documenting the painstaking process of his work.

Graeme Broxam wrote about *Rampant Lion* in *Pride of the Port: The Watermen of Hobart Town*:

"The *Rampant Lion* (the press occasionally mutilated the name to *Ramping Lion*) was probably the new waterman's boat that Jacob Chandler was reported to be building for William Burman in October 1846. She was third across the line in the watermen's race in that year's regatta pulled by 'Burman & Anson'. With protests against the two leading boats on grounds that they were not bona fide waterman's boats, she was upgraded to first place and awarded a prize of £10."

For years, George and Isabel Burrows used the replica gig before it was acquired by the Australian National Maritime Museum in Darling Harbour, Sydney. Eventually deemed surplus, the boat was generously offered to Maritime Museum Tasmania.

After more than twenty years out of the water, *Ramping Lion* was moved from the Museum's storage facility in Cambridge to Kettering, where the boat was prepared for her Australian Wooden Boat Festival debut.

Ramping Lion's arrival at Watermans Dock in February, helmed by George Burrows, was a fitting tribute to the watermen of old, echoing the days when gigs were the lifeline of the city's maritime transport and sport.



images: these images are from a photo album provided by George Burrows documenting the construction and early days of replica gig *Ramping Lion*.



OUT OF THE BOX:

the hobby of constructing models from plastic kits

BY REX COX

The current Maritime Museum Tasmania exhibition 'Fine Lines: the art and purpose of ship models' has rekindled memories of a hobby popular with young people in the 1950s and '60s, involving the glueing together of lots of polystyrene parts out of a bag or box to produce quite passable models – subject to a reasonable level of patience and care, especially when painting them.

These kits evolved from advances made with injection moulding of plastics during and after WW2 (much of this development having occurred in the Third Reich, due to wartime shortages of other materials). British model aircraft manufacturer FROG ("Flies Right Off the Ground") quickly supplemented its traditional wooden products with the new material and other companies like Airfix (UK), Revell and Lindbergh (both USA) were soon offering a wide range of ships, planes, cars, you name it. Some had play value, such as revolving gun turrets, but the overall impression was of a scale model that bore a close resemblance to the real thing.

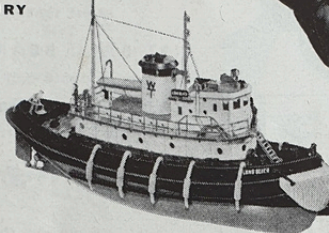
Like most kids at the time, I started off with an Airfix Spitfire, available for a small amount of pocket money in a polythene bag with assembly and painting instructions printed on the inside of a paper header. My first ship was another reasonably priced Airfix kit of the WW2 destroyer HMS Cossack in 1:600 scale. This came in a cardboard box, which like the bag header displayed attractive artwork. Waterslide transfers were included, along with cut out paper flags.

Some of my school friends became interested in the hobby too and before long we all had fleets of ships in various scales. Kits could be bought not just in toy shops but at newsagents and hardware stores, plus the big retailers like Coles. Incidentally, this wasn't just a "boy thing" – my wife tells me that she also made some model aeroplanes.

THE MECCANO MAGAZINE vii

'This Revell model tug boat is perfect and authentic in every detail'

says Stanley Baker—modelling enthusiast and Star of the Rank film **SEA FURY**



H-314
Tugboat Long Beach, 12/11

You too will go overboard for the life-like realism of this exciting Revell plastic kit. It is the latest addition to the Revell mercantile collection, shown here. Put them together yourself from fully-formed plastic parts, and easy to follow instruction sheets. You'll be thrilled with the 16-page illustrated catalogue of the complete Revell range of ships, planes, cars and guns. Get one from your stockist or fill in the coupon and send 6d in stamps today.

H-315
Matson Freighter Hawaiian Pilot, 15/6

H-322
Oil Tanker J.L. Hanna, 15/6

H-312
S.S. United States Ocean Liner, 17/6

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image: Revell's model tug boat *Long Beach*, *Meccano Magazine* 1958.



image: Rex's model of *Long Beach*, made in 1961.

THE MECCANO MAGAZINE iii



H-306/Cruiser, Baltimore Class. 15/6
 ★ H-305/Destroyer U.S.S. The Sullivans. 12/11

But don't let Dad have all the fun!

Revell model kits are terrific . . . fun to build, exciting to own. Fighters, bombers, battleships, Old Time cars, modern cars, trucks and coaches—all exact in *every* detail. Lead your dad to the nearest Revell stockist. But watch him—these kits are for *you*!



H-1204/Mercury Montclair. 9/6



H-1200/Cadillac Eldorado. 9/6

The World Famous
Revell
 Authentic Kits
 Easy to Assemble

REVELL (G.B.) LTD., Maidstone House, 25/27 Berners St., London W.1
 Manufactured in Great Britain.

image: Revell aimed their advertisements at adults too!



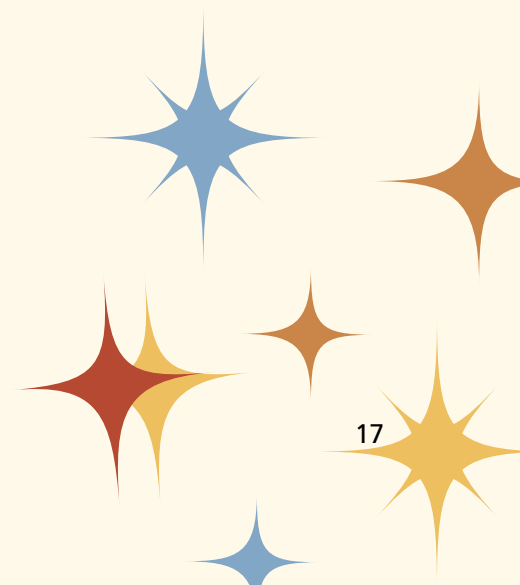
image: Tug *Maydena* at Hobart, 1968, with *Cartela* beyond (Rex Cox photo).

Probably the most complex project that I attempted was the sailing ship *Seeadler*, a WW1 German commerce raider – I don't think that I got the rigging right, but the end result wasn't too bad. By coincidence, I also came across a superb kit of the WW2 German raider *Atlantis* about the same time that a film of its exploits titled "Under Ten Flags" was screening in one of the local cinemas.

Revell's model tug *Long Beach* has been a favourite since I received it as a present for Christmas 1961. Part of the attraction may be its resemblance to a local tug, ANM's *Maydena* – also of American wartime design and, incidentally, still around as the fishing vessel *Tacoma*. The advert from Meccano Magazine "starring" *Long Beach* also shows the Matson freighter *Hawaiian Pilot* which later visited Burnie and Hobart as *Sonoma* – so of course I had to have that too!

At least one model ship plastic kit was produced in this country. It was a good representation of ANL's passenger ferry *Empress of Australia* (1965), available for sale in the ship's shop and apparently elsewhere as I acquired one but never travelled on the vessel. Appropriately, the Bass Strait Maritime Centre at Devonport has one on display in partially made-up condition, complete with box.

Plastic construction kits are still around, though I suspect that (like model trains) they are largely aimed at the nostalgia market and mostly bought by gentlemen of a certain age keen to rekindle the pleasures of an absorbing hobby from their youth.



Preserving history: the legacy of Hobart Wesley Museum

BY CHRIS TASSELL

For more than two hundred years the Methodist Church has played an important role in supporting the spiritual and social well-being of the Tasmanian community. Its early support for convicts and the socially disadvantaged was unmatched and marked by a series of initiatives that were of state or national importance. These included beginning the first Sunday Schools in the colony in 1821, and providing sustained pastoral support for the colony's convicts, most particularly the secondary prisons at Macquarie Harbour and Port Arthur. In 1825 the Church also established Australia's first public lending library.

The Hobart Wesley Museum was established in 1927 following a bequest that provided for the construction of an extension to the 1840 Wesley Church in Melville Street to house the Church's historical collections. Amongst the earliest community-based museums in Tasmania, the museum's collection is now of state significance. In 2021 the Uniting Church, formed by the amalgamation of the Methodist Church with two other churches, stopped using the Melville Street Church. More recently the very difficult decision to close the Wesley Museum and transfer the collection to other Tasmanian museums and cultural institutions was made.

The closure or dramatic restructure of museums, most often as a result of changing community dynamics, while not a new phenomenon does seem to be becoming more common. For this reason, in 2023 the British Museums Association developed a new toolkit for the ethical, transfer, reuse and disposal of collections and it is this toolkit that has provided the template for the transfer of the Wesley Hobart Museum's collections.



image: Tasmanian colonial teapoy made by unknown maker, 1830, Hobart.

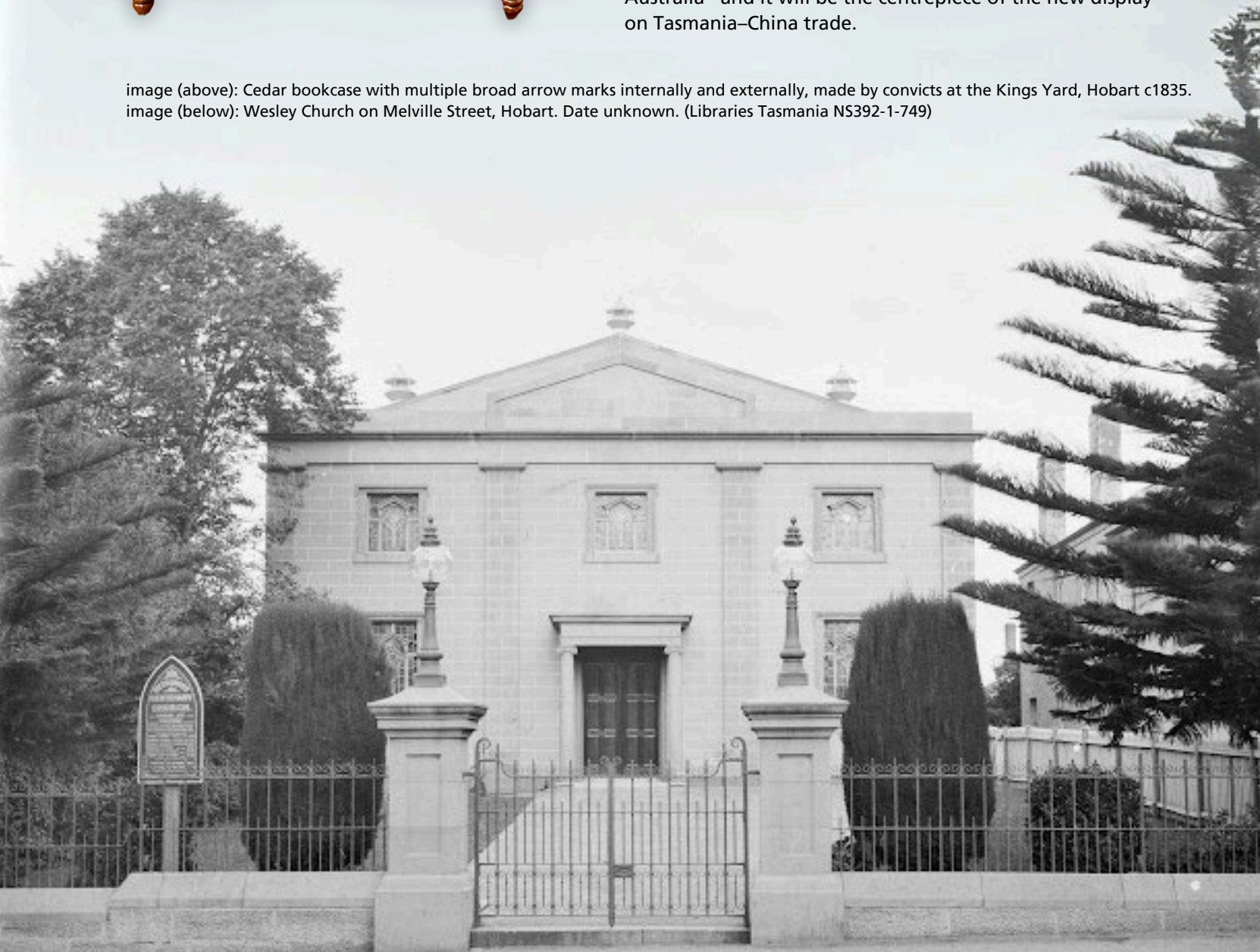


The Maritime Museum has been one of the museums to receive material from the Wesley Hobart Museum collection. In the case of the Maritime Museum, the material transferred reflects the profound influence of the sea on life in Tasmania and in particular colonial life.

Amongst this material is the cedar bookcase made in about 1835 at the Kings Yard in Hobart by skilled convict tradesmen. Clearly made for official use, the bookcase is branded more than ten times with initials K Y and a broad arrow. This important piece of Tasmanian colonial furniture will soon be placed on display with the sculpture of Lt. Governor Arthur. Together they tell another story about transportation, one of skill, initiative and opportunity in a new land on the other side of the world.

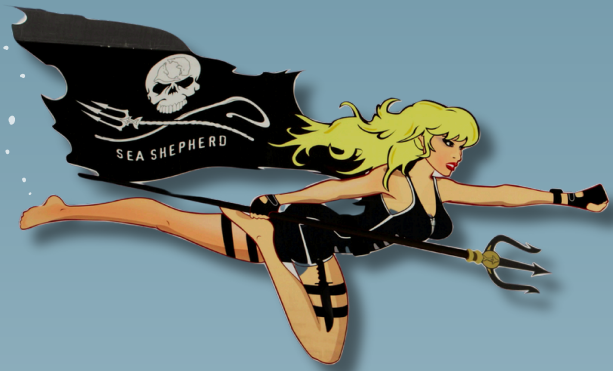
Tasmania's direct trading links with China commenced quite early in the nineteenth century with tea being one of the most valuable imports to the colony. Just how valuable is demonstrated by the Carvosso teapoy from the Wesley Hobart Museum collection, presented to the Methodist minister Rev. Benjamin Carvosso on his departure from Hobart in January 1830. This teapoy is made largely of cedar and blackwood but also includes Huon pine, casuarina, mahogany and even whalebone. It has been described as "arguably the finest example (of a teapoy) made in Australia" and it will be the centrepiece of the new display on Tasmania-China trade.

image (above): Cedar bookcase with multiple broad arrow marks internally and externally, made by convicts at the Kings Yard, Hobart c1835.
image (below): Wesley Church on Melville Street, Hobart. Date unknown. (Libraries Tasmania NS392-1-749)



WARRIORS OF THE SEAS: PROTEST SHIPS IN TASMANIA

BY BRENDON BOWES



Visits to Hobart during 2024 by Sea Shepherd's vessel *Allankay*, and Paul Watson's *Bandero*, were the most recent craft operated by conservation groups that have called there. Anti-whaling, preserving Antarctica and illegal fishing were some of their owner's causes. Despised by some as pirates, hailed by supporters as heroes, their daring chases and publicity stunts divided opinion. They are some of the most specialised craft to grace our waters, and all have complex histories.

Greenpeace International vessels

Greenpeace evolved in British Columbia and northwest USA in 1969 with a focus on nuclear tests before turning to whaling, seal hunting and ocean dumping of toxic waste. Climate change was a focus from the 1980s onwards including Antarctica as a world park.

MV Rainbow Warrior II

The second Greenpeace vessel to hold this name, it took over from the first *Rainbow Warrior*, which had been sunk in 1985 by French commandos in Auckland harbour. It had been built in England as the steam powered trawler *Kashmir* (555gt/1957). In 1967 it was lengthened and converted to diesel. From 1989 it sailed as a three masted auxiliary schooner for Greenpeace. In March 1993, *Rainbow Warrior* visited Hobart, where activists occupied the deck of MV *Anson*, the vessel that sea-dumped jarosite waste from Pasminco's zinc smelter. Retired in 2011, *Rainbow Warrior* was donated to a Bangladeshi medical charity and renamed *Rongdhonu* (Bengali for rainbow). Scrapped in 2018.

SV Redbill

This 18m former Broome pearling lugger built in 1903, must be the oldest and one of the smallest craft used for protests. *Redbill* sailed south to work for Greenpeace and in 1990, at the Risdon Zinc Works, three activists were arrested for occupying the masts of MV *Anson*. *Redbill* was detained by police for a day. Lost in cyclone Rosita at Broome in 2000.

MV Greenpeace

This 59m vessel was built as the ocean-going tug and salvage vessel *Elbe* (657t/1958). Purchased in 1985 by Greenpeace in the USA it sailed to the Netherlands to be refitted and modernised. The first deployment was the World Park Antarctica campaign. During 15 years of protest vessel service, the "Black Pig" as it was sometimes called by its crew, participated in numerous campaigns and circumnavigated the globe several times. It visited Hobart in 1995 and 2010 after returning from Antarctica. In 2001 it was replaced by MV *Esperanza*, and under its original name, is now a museum in Rotterdam.

MV Gondwana

The MV *Gondwana* (1435t/1975) originally called Viking, was acquired by Greenpeace in 1988. They updated it with a helipad and crew accommodation for 33. The ship was used to supply the Greenpeace World Park Base in 1988-1989 and to protest against Japanese whaling in the Southern Ocean. An open day at Hobart in December 1988 drew spectators. A feature spotted on the helideck was a red "apple" igloo made locally of fibreglass. Sold 2008, it was scrapped 2011 at Alang, India.



MV Arctic Sunrise

Before being operated by Greenpeace, this Norwegian built 50m icebreaker was well known in Hobart as the French Antarctic resupply vessel *Polarbjorn* (949t/1975). Ironically, this vessel was built as a sealing vessel, and Greenpeace had previously confronted the ship while loading equipment to build an airstrip in the Antarctic. In 1986 in Hobart, protesters scaled the mast, unfurled the Greenpeace flag, and locked themselves in the crow's nest. Purchased by Greenpeace in 1995, *Arctic Sunrise* was prominent in Southern Ocean campaigns including Japanese whaling and Patagonian toothfishery. In December 1999, after collision with whaling factory ship *Nisshin Maru*, it called at Hobart for repairs. This vessel later confronted Russian oil drillers in the Arctic and still sails for Greenpeace.

MV Esperanza

Built in Gdansk, Poland as VIKHR-4, the 72m *Esperanza* (2008t/1984) was used by the Soviet Navy as a fire-fighting ship. Renamed *Esperanza* in 2002, for over 20 years it was the largest and fastest ship in the Greenpeace fleet. Rated for heavy ice, giving it the ability to work in polar regions, it was fitted with a helicopter deck and boat cranes. In February 2008, an open day in Hobart proved popular. Decommissioned in 2022 and scrapped in Spain.

Sea Shepherd Conservation Society vessels

Founded as a marine conservation activist organisation, Sea Shepherd's vessels disrupted illegal fishing, whaling, and sealing. The SSCS logo resembles the pirate's infamous skull and crossbones – but actually is a dolphin and whale set in the "skull" and the cross "bones" are a shepherd's crook and Neptune's fork. It developed strong Tasmanian links with resolute local supporters.

MY Bob Barker

Originally built as the 52m ice strengthened Norwegian whaler Pol XIV (617t/1950) it was converted to a fishing vessel in 1966. Purchased by SSCS in 2009 after a donation by American game show host Bob Barker, it was renamed and refitted. In November 2014 it arrived in Hobart painted with a fierce shark's mouth and camouflage paint scheme, ready for a two-month Antarctic patrol. In 2015 *Bob Barker* set a world record for the longest maritime pursuit in history, chasing the Nigerian fishing vessel *Thunder* for 110 days and 11,000 nautical miles. *Bob* retired from SSCS service in 2022 and was scrapped in Turkey. The name was re-used for a new SSCS vessel in 2024.

RV Farley Mowat

Originally built as *Johan Hjort* (697t/1958) for the Norwegian Government as a 52m fisheries research and enforcement vessel, it was acquired by SSCS in 1996 and had several names before becoming *Farley Mowat* in 2002 as the SSCS flagship. It called at Hobart in December 2002 on the way to Antarctica. Seized 2008 by the Canadian Government, it sank and scrapped in 2015.

MY Steve Irwin

Purchased in 2007 it was named *Robert Hunter* after the Canadian co-founder of Sea Shepherd, then renamed for the Australian conservationist. It had been built for the Scottish Fisheries Protection Agency as the 59m *Westra* (885t/1975). A three week stopover on Launceston's shiplift in 2014 repaired ice damage to the hull and fitted a new propellor to the 49-year-old flagship, while Launcestonians welcomed its crew with open arms. Used for 10 seasons of anti-whaling campaigns, *Steve Irwin* was retired in 2018 and is now a museum in Newcastle, NSW.

MY Sam Simon

In December 2012 SSCS unveiled its newest vessel, the *Sam Simon*, in Hobart. The 56m hull was painted bright white with the SSCS logo on the sides, a large "S" displayed on the tall funnel. It had secretly undergone months of preparation in Brisbane for action against the Japanese whaling fleet.

Ironically, this vessel was once the *Seifu Maru* (720t/1993) owned by the Japanese Meteorological Observatory for its northern whaling program. The ice-strengthened vessel was built to high standards. In 2013, the 8000 tonne Japanese whaling ship *Nisshin Maru* collided multiple times with SSCS vessels *Sam Simon*, *Steve Irwin*, and *Bob Barker* during confrontations in the Southern Ocean. Renamed *Age of Union* in 2022, it is a key part of the global SSCS fleet.





MY *Ady Gil*

Built as *Earthrace*, this 13-tonne 24m wave-piercing trimaran was to break the record for a powerboat circumnavigating the globe. As SSCS needed a faster vessel to chase Japanese whalers it joined their fleet as *Ady Gil* in 2009. Half a tonne of Kevlar armour was fitted to reduce hull damage if it hit ice. The crew towed ropes to foul propellers of Japanese ships. Rammed by *Shonan Maru 2* in January 2010, *Ady Gil* sank after the crew were taken off. The vessel was worth \$1.5 million.

MY *Gojira* / *Brigitte Bardot*

SSCS acquired a high-tech 35m stabilized monohull for its 2010 - 2011 Japanese whaling campaign and renamed it *Gojira* after a French heavy metal band. It successfully located the whaling factory vessel *Nisshin Maru* in the Ross Sea. In 2011 *Gojira* was renamed *Brigitte Bardot* after the French actor. Damaged by heavy seas, it was escorted to Fremantle. It was sold in 2021 after 11 years' service.



MY *Ocean Warrior*

In 2015 SSCS was awarded €8.3 million (\$12.2 million) to stop illegal fishing in the Southern Ocean. A fast patrol vessel *Ocean Warrior* (454t) was constructed in Turkey in September 2016. Capable of 30 knots it was the fastest in the fleet. *Ocean Warrior* was enthusiastically welcomed to Hobart in December 2016. It is still part of their flotilla.

MV *Allankay*

With retirement of *Bob Barker* in 2022, SSCS searched for a replacement. A 54m Patagonian toothfish longliner *Corinthian Bay* (1155t/1998) built in Norway was acquired. It was renamed to honour Australian couple, Allan and Kay, who had donated \$5 million to buy it. Ice-strengthened, it can work in polar regions. In a new direction for SSCS, the government of Polynesian Tuvalu uses the *Allankay* for joint fisheries patrols with *Sea Shepherd*.



Book review: *The Brothers Taylor Revisited*

BY COLIN DENNY

Taylor, Colin, *The Brothers Taylor Revisited*, Navarine Publishing, Hobart, 2024

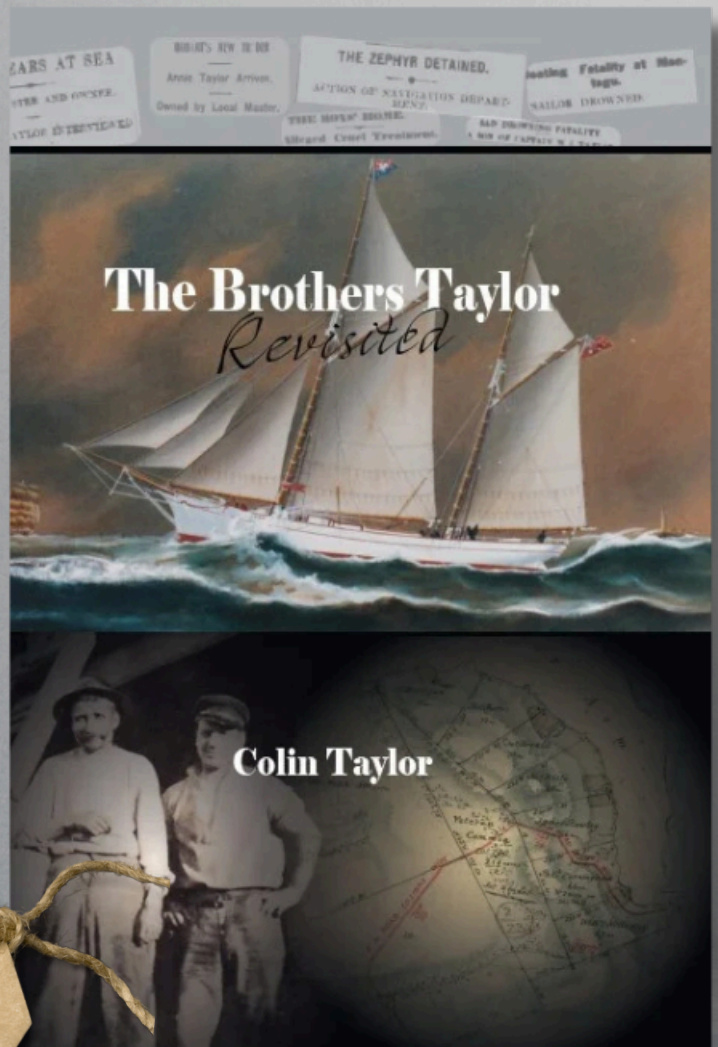
In the introduction to *The Brothers Taylor Revisited*, Colin Taylor notes that it is his third and final family history book following on from *The Brothers Taylor: A Tasmanian Maritime History* (1998) and *Taylors and the Tamar Plus Surrounding Districts* (2020). Colin Taylor's extensive research has recorded the story of the Taylor family and its incredible maritime exploits that began on the Tamar River in Northern Tasmania.

It is the story of eight brothers, sons of an emancipated convict and a Waterloo veteran's daughter, who went to sea and became master mariners. The book, in chronological order, tells that twelve of their sons followed their fathers to sea, six of whom also became master mariners.

Altogether, across four generations, twenty-five family members were articulated seaman from the early 1860s through to the late 1980s, serving on over 215 vessels ranging from small cutters right through to large modern motor vessels and everything in between. The book relates the history of ships, storms and shipwrecks as well as successes in regatta rowing and yachting events over an extended period.

Throughout the book there are photographs to illustrate the people, vessels, and stories. The extensive images are from several sources and the author thanked the Museum saying, "the Maritime Museum was a terrific help in allowing me to use quite a few photographs from your collections and with which my family had various levels of association."

The conclusion to the narrative chronicles the ships owned, mastered, and crewed by family members. *The Brothers Taylor Revisited* is an admirable addition to Tasmania's maritime history resources.



If you're interested in purchasing a copy of *The Brothers Taylor Revisited*, visit www.navarine.net

Making Waves Foundation:

empowering young Tasmanians through sailing

TasPorts supports access and inclusion through their Community Grant Program, fostering initiatives that empower individuals, build confidence, and create opportunities for all Tasmanians.

One such initiative is the Making Waves Foundation's Winds of Joy program, which provides transformative on-water experiences for young people living with a disability, and disadvantaged youth. The Winds of Joy program offers a unique opportunity for participants to step outside their everyday environments and experience the thrill of sailing on high-performance yachts, specially modified for accessibility. These experiences not only provide a unique opportunity for young people, but also foster personal growth, helping participants develop confidence, communication skills, and a sense of achievement.

The program will deliver ten sails, engaging over 150 students from local schools, particularly those with support units or students living with disabilities. Each session is designed to provide a safe, inclusive, and empowering environment, enabling participants to explore new horizons.

TasPorts' support for initiatives like Winds of Joy reflects their commitment to operating in a socially responsible manner and fostering sustainable social growth for Tasmania. By enabling young people to access these experiences, TasPorts is helping to create a more inclusive community where everyone can participate and thrive.

Participants work alongside skilled volunteer sailors, gaining hands-on experience in sailing, teamwork, and an understanding of the natural environment. The yachts are designed with inclusive access, equipped to accommodate wheelchair users, ensuring full participation regardless of physical ability. Teachers and caregivers frequently observe transformative impacts, noting that participants demonstrate improved confidence, enhanced communication skills, and a greater sense of calm following their on-water experiences.

These benefits align closely with TasPorts' key focus area of community engagement, emphasising the importance of creating opportunities that bring people together and enrich their lives.





For many participants, this is their first time experiencing the freedom and adventure of being on the water. The program helps to break down barriers, offering a safe space where young people can challenge themselves, build new skills, and form meaningful connections with others.

The calming effect of the water often has a profound impact, particularly for those with sensory processing challenges or heightened emotions. Participants frequently leave the program with a renewed sense of confidence and accomplishment, having discovered abilities they didn't know they had.

TasPorts' support for the Winds of Joy program exemplifies their broader commitment to sustainable social growth for Tasmania.

The success of the program highlights the potential for on-water activities to create meaningful change. It provides young people with the tools to build confidence, overcome challenges, and connect with others, while showcasing Tasmania's beautiful maritime environment.

TasPorts is dedicated to continuing its support for programs that align with the organisation's values and deliver lasting community benefits. By focusing on initiatives that prioritise inclusion and engagement, they aim to create opportunities that empower individuals and strengthen community.



SET SAIL WITH OUR HELP

A group of people are sitting on a grassy area near the water, possibly at a community event or festival. There are tents and other structures in the background.



COMMUNITY
GRANT
PROGRAM

MILLION *year* ICE CORE PROJECT

Drilling has begun in Australia's quest for the oldest, continuous ice core record of Earth's climate, dating back more than one million years.

In January, Australian Antarctic Program scientists were on location at 'Dome C North' – a mound of ice in East Antarctica that ice-flow modelling and radar data shows may contain ice up to two million years old.

Over the past two years, teams have prepositioned equipment and drilled test cores at a nearby site.

Now, drilling at Dome C North has begun in earnest, to retrieve the most detailed continuous record of how the Earth's atmospheric composition and climate have changed over centuries.

Drilling for ancient ice

Palaeoclimate scientist Dr Joel Pedro is leading the Million Year Ice Core (MYIC) project team, who are using a drill, built in Hobart by the Australian Antarctic Division, to extract ancient ice from three kilometres beneath the Antarctic ice sheet surface.

"Bubbles of air that became trapped in the ice as snow fell, along with trace levels of natural and man-made chemical markers, provide us with the most detailed record of how the Earth's atmospheric composition and climate have changed through time," Dr Pedro said.

"This information is pivotal to our understanding of climate and our ability to predict climate in the future.

"This includes helping to answer a long-standing puzzle of why, before about one million years ago, there was a change in the state of the Earth's climate system to shorter ice-age cycles and smaller ice sheets.

"Capturing this record requires more than three kilometres of drilling, and we'll tackle this over multiple summers."

Identifying the ideal drill site was the result of years of collaboration between Australian, European and US science teams, collecting and sharing radar imagery from extensive ground and aerial surveys of the ice sheet, along with modelling expertise.

Traverse support

Reaching and setting up a camp at the site was also no small feat. A 'tractor traverse' team of 11 people, travelled 1200 kilometres from Australia's Casey research station.

Using two snow-groomers, and six tractors towing sleds carrying 62 tonnes of equipment and supplies, the team travelled 18 days, through blizzards, heavy snow and sastrugi, via a route established last year.

"We planned to drive around 80 kilometres per day but at one point there was so much soft snow we could only manage 20–30 kilometres in 10 hours," diesel mechanic Nate Payne said.

"We had to drop some of the payload, to collect later, and join three tractor trains together just to keep moving forward."

The traverse team rendezvoused with the scientific team at Dome C North, and together spent two weeks constructing the camp site and drilling shelter.

The drilling team also honed their drilling skills and strategic approach for the "main drill effort", by collecting ice core samples from 60 metres depth using a smaller ice coring drill.

"The energy has been high as we have rapidly moved from stage to stage to achieve the construction and science goals, and of course there's a whole team back in Australia and at Casey station that has helped make our progress this season possible," Mr Payne said.

International effort

The start of Australia's drilling effort comes as European collaborators announce the retrieval of a 2800 metre-long ice core, containing ice up to 1.2 million years old.

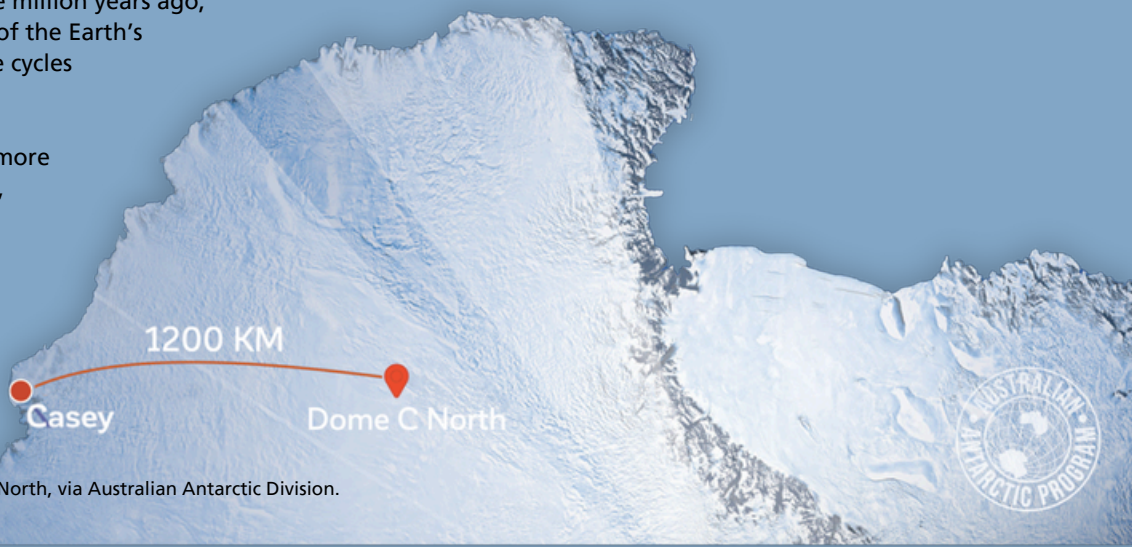




image: First firn core taken from the MYIC drilling trench, Dome C.
photo: Jack McLeod/Australian Antarctic Division..



image: Ice core from 50 metres, taken with Eclipse drill.
photo: Dr Joel Pedro/Australian Antarctic Division.



image: Million Year Ice Core accommodation and living vans and completed drilling shelter.
photo: Dr Joel Pedro/Australian Antarctic Division.

The Beyond EPICA Oldest Ice Project has been working at Little Dome C, about 50 kilometres from Dome C North, since 2019, as part of an international effort to recover multiple, ancient ice core records.

"This is an exciting time for ice core science and we congratulate the European team on their achievement," Dr Pedro said.

"Deep ice core drilling often involves work between multiple nations, and we have a close collaboration with the Beyond EPICA team on parts of our logistics and science.

"This includes acquiring multiple ice core records extending beyond one million years, for joint replication and verification.

"Collaborative modelling and radar work indicate that we're well placed to build on and extend the European results, with an ice core that is older and more highly resolved."

Pilot drilling

By the end of January, the ice coring team had drilled a 150 metre-deep pilot-hole for the main drill, and extracted ice cores containing the most recent 4000 years of climate history.

In subsequent seasons they will aim to drill between 600 and 1200 metres of ice core each year.

By the summer of 2028-29 the team expects to reach the target depth of about 3100 metres and the scientific 'treasure' at the bottom of the hole – ice more than one million years old, and potentially up to two million years old.

The Australian Antarctic Division's Science Branch Head, Rhonda Bartley, said that this year's efforts would lay the foundations for successful deeper drilling in the years to come.

"The information the team collects will not only help us understand how the climate has changed in the past, but also more accurately predict what might happen into the future," she said.

"It's very important that this season the drill team conduct their pilot drilling with care and precision, to ensure they can drill the best quality ice core in future seasons."

The science team flew back to Casey from nearby French-Italian Concordia station when the drilling season ended in late January.

The traverse team returned via their earlier route with the precious ice core cargo in specially designed, super-insulated containers.

The cores will now be flown by C17 to Australia, for analysis back in the Australian Antarctic Division's ice core laboratory.

'Million Year Ice Core Project' re-published with permission from the [Australian Antarctic Program](#), 20 Jan 2025



Maritime Times Tasmania AUD\$10.00

