

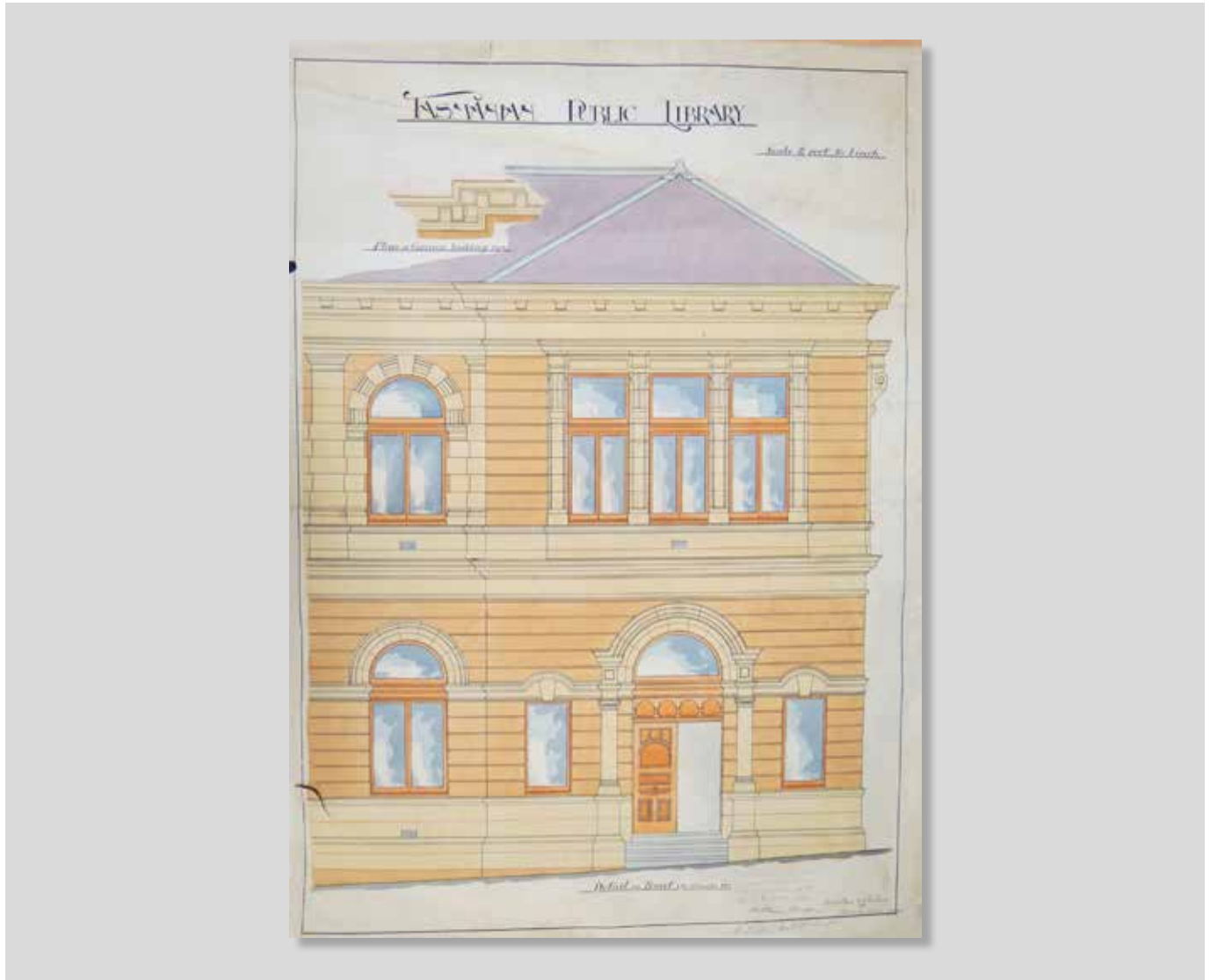
# Maritime Times

*of Tasmania*

Our maritime history & present day news.

No. 55 Winter (June 2016).

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Detail of the original drawing of the Carnegie Building for the Tasmanian Public Library (Walker & Salier) 1904 Image: TMAG

*This issue features the Carnegie Building  
Home to the Maritime Museum of Tasmania  
The early history of the building — pages 12–14*



**Maritime Museum of Tasmania**

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*May Queen* in D'Entrecasteaux Channel

Photo: Peter Campbell

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**MARITIME TIMES OF TASMANIA WELCOMES ORIGINAL ARTICLES FOR PUBLICATION**

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

They may be short notes, or articles with text about 700–1200 words, accompanied by images if possible. Text may be edited and publication is at the discretion of the editor.

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

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

Please submit contributions to The Editor at the postal address above or email to [admin@maritimetas.org](mailto:admin@maritimetas.org)

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

**Deadline for the next edition is 15 August 2016**



# from the president's log

## A lifetime of maritime connections

As your new President I thought that, for those who do not know me, I should detail some of my background and connections to the Maritime Museum of Tasmania (MMT). I have previously held the position of President of MMT and served on the committee for the last fifteen years.

My love of the sea and my interest in all matters maritime commenced when, aged ten, I joined the 1st Derwent Sea Scouts located at the Domain Shipyard. This was a wonderful introduction for a young lad, and the superb training has stayed with me to this day. I think I learnt more from the Sea Scouts Leaders than I did at school—I certainly enjoyed it more! My childhood memories include sailing with my parents on *Kintail*; trips to Melbourne each Christmas on *Taroona*; and a P&O voyage to London. Fortunately, I don't suffer sea-sickness and on a rough passage from Sydney to Hobart on *Empress of Australia*, I was one of only three to front for breakfast.

I was always fascinated by ships and by the crews' work and couldn't wait to get my own boat. As a twelve-year-old, I was the very proud owner of a Rainbow yacht, *Kitten*, built by Athol Rowe from the Huon. I well remember packing our boats in borrowed vans or trailers and camping at Cygnet, Shipwrights Point and Dover to compete in the Channel Regattas over the summer holidays. I wondered for years where my interest in the sea stemmed from as my family had no maritime connections. Later, I discovered my great-great-great-Grandfather was a Polish sea captain.

I probably became Robert Clifford's first paying ferry passenger. We lived at Bellerive and travelled across the Derwent on the various O'May ferries each day to attend school. Robert, being the entrepreneur he is, commenced a small 'pirate' service using a ten-foot half cuddy for his school mates at reduced rates. My sister and I supported him, to provide extra tuck shop funds from our weekly travel allowance. All went well until one blustery day we were swamped and rescued mid-stream by the crew of *Egeria*. After we were returned home in a police car, dripping wet in school uniforms, our parents demanded we return to the 'big' ferries!

Barry Foster on an H28, *Halcyon*, introduced me to the joys of channel cruising and then, with MMT member Lindsay Rex, I joined the *Aotea* crew to race and cruise. The first time Lindsay and I boarded the hulk of *James Craig* in Recherche Bay my imagination was truly fired up! I became an enthusiastic keel boat racer which led to competing in eighteen Sydney Hobart races with skippers, Jack Halliday on *Carol J*, John Benneto on *Norla*, Charles Davies on *Nike* and twelve of these races with Ian Smith on the *Farr 40*, *Sheraton Hobart*, including the fiftieth start on Sydney Harbour with over 300 ocean-going racing yachts.

In my early career I worked for four years in the maritime industry in Melbourne as a marketing cadet with Associated Steamships setting up Australia's first coastal container shipping service. I have held various senior executive positions and for eight years was general manager of Tourism Tasmania before starting my own strategic business consultancy that concentrated on delivering Federal Government business

initiatives. Other positions included the Commodore of Fleet IV at the Sandy Bay Sailing Club, the joint founder and inaugural secretary of The Clifton Beach Surf Lifesaving Club and, for the last eight years, as one of four Hobart-based members of the Cruising Yacht Club of Australia's Sydney Hobart Race Committee.



I maintain an association with the Australian Wooden Boat Festival of which I was a board member for five years. Last month I received my official tie as a fifty-year member of the Royal Yacht Club of Tasmania. I'm also a member of the Captain Cook Society.

With shipwright Adam Brinton's help and guidance over a two-year period, I fully restored a 1930s canoe stern 29' Huon pine river boat, which was subsequently entered in several Australian Wooden Boat Festivals. Then, in 2013, Andrew Edwards and I fully restored a Rainbow which he donated to the Maritime Museum in 2014. *Rhythm* has been accepted this month onto the register of Historic Vessels by the Australian National Maritime Museum based on the nomination I submitted.

I was born in Battery Point 71 years ago and have completed the full circle, now living in a 1840s cottage on the hill. This has sparked my current maritime interest in connecting the history of the Battery Point buildings, in particular early cottages and architecture, with the mariners, traders, fishermen, whalers, captains, pilots, river boat captains and maritime trades, shipyards and the ten pubs, so the learning and passion continues.

I have been fortunate to travel the world and to complete its circumnavigation on both passenger and cargo ships. My wife Sue and I spent our honeymoon on the good ship *Tahitian* travelling from Sydney to Marseilles, via the Panama Canal. With family and friends Sue and I have bare boat chartered yachts for holidays in Turkey, Greece, Croatia, Thailand and Tonga enjoying the delights of different cultures combined with sailing in warm locations.

(continued on page 4)

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- **Book review, more news, and regular features**

# from the brig

At the end of June we will farewell Liz Adkins, who has been our Maritime Heritage Coordinator since 2010.

Over that time Liz has contributed hugely to all aspects of the Museum's activities, from coordinating our growing school holiday program and developing education resources for use by visiting schools to curating successful exhibitions such as 'Home Made – Surfing in Tasmania' (see *Maritime Times* No 42), an exhibition which really demonstrated the potential of the first floor gallery for hosting themed exhibitions. Liz will take up a new position with Arts Tasmania which we hope will prove exciting and rewarding and we all wish her well. The Maritime Heritage Coordinator's shoes will be filled by John Wadsley, already a familiar face around the Museum as Liz's recent maternity leave cover.

If you have read 'from the president's log' on the previous page, you will be aware that Kim Newstead has taken on the, not unfamiliar to Kim, role of President. Kim takes the wheel at a time of great and increasing activity, which will see the Museum expanding into the first floor gallery very soon (see 'notes from the curator' on page 20). Kim, who has been associated with the Museum for many years, brings a wealth of experience and we look forward to his leadership through the challenges and opportunities ahead.

Installation of our lift has been completed and, as we move into the next phase of the project (installing an exhibition in the newly accessible gallery space), we can pause for a little reflection on the history of our building. John Wadsley outlines the previous life of our Museum's home as the Tasmanian Public Library (pages 12–14). While the shortcomings and restrictions of a one-hundred-year-old, heritage-listed building on a confined city block can sometimes be frustrating, John's article perhaps demonstrates that it is a fitting home for our Museum, and that our ongoing tenure contributes to the Carnegie Foundation's legacy to the people of Tasmania by continuing to offer informative and entertaining displays that are sure to '... ameliorate the unbearable experience of workers ...' in our modern world.



1. Section of the 'Home Made – Surfing in Tasmania' exhibition Photo: MMT collection
2. Past Presidents taking the new lift to the first floor Photo: J Wadsley
3. Friends of Maatsuyker Wildcare Group enjoy a convivial evening at the Maritime Museum Photo: Friends of Maatsuyker

## from the president's log (cont. from page 3)

I had a most enjoyable trip from Hobart to Strahan via Port Davey in 2013 on the beautifully restored Hobart-built sailing yacht *Windward II* with owner James Woods. In 2014, at Easter, Sue and I were invited by Tim and Sally Phillips to sail on *Storm Bay* from Strahan to Sorrento. Hobart-built *Storm Bay* is a sister ship to *Winston Churchill* and a restoration par excellence. I currently own with my son a Huon 33, *Huon Haze*, that we keep at the Kettering Marina. Just before Easter, with friends from Melbourne, we revisited Port Davey on a most enjoyable ten-day trip.

During all our travels we have visited many large and small maritime museums and I can confidently state that the Maritime Museum of Tasmania is one of the three top regional museums in the world.

We should all be very proud of our local treasure.

## new members

We welcome new members:

Pip Scholten

Michelle Blake

Robert Jackson

David Bevan

Syd Comfort

## Membership Fees

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

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

Once only, or 4 years Quarterdeck membership.



## ASSOCIATION OF HERITAGE BOAT ORGANISATIONS, INC.

In the early twenty-first century we have seen the tragic loss, through accident or neglect, of many significant historic Tasmanian vessels. There are now only single survivors of key types, such as *Cartela*, the last traditional river steamer, and *May Queen*, the last nineteenth-century ketch-rigged 'barge' in Tasmania. The problem was highlighted when the Maritime Museum of Tasmania (MMT) became owners of the historic racing yacht *Westward*: it was immediately offered several other vessels in extremis that it had no resources to save.

There are many impediments to the preservation of historic vessels, from access to suitable skills and resources, to government regulations such as those that, when a vessel finds itself in distress, often lead to its destruction before steps can be taken to save it.

At the 2013 Australian Wooden Boat Festival (AWBF), a public meeting was held at the MMT to form the Association of Heritage Boat Organisations (AHBO), a group open to all organisations with an interest in preserving Tasmania's physical maritime heritage, including historic vessels, with the aims:

- i. to promote protection of maritime heritage within Tasmania
- ii. to encourage interest in, and the preservation of, and research into, Tasmanian vessels and other vessels which are of historic importance to Tasmania
- iii. to keep a register of relevant vessels
- iv. to advocate the protection of maritime heritage and vessels of maritime significance in and to Tasmania; and to approach and work with all levels of government to assist in those aims if thought desirable to do so
- v. to advocate for maritime heritage and those interested or affected by maritime heritage
- vi. to represent, if considered appropriate, those interested in maritime heritage and matters of importance to maritime heritage in Tasmania or vessels from Tasmania
- vii. to collect and maintain data and information with respect to vessels of maritime heritage, and with respect to maritime heritage; and to assist with respect to maritime heritage and vessels of maritime significance in and to Tasmania; and
- viii. to facilitate the maintenance, restoration, or safekeeping of maritime heritage and vessels of significance in and to Tasmania.

The most significant of the objectives achieved to date has been (iii) the preparation of a preliminary AHBO Register of Vessels of Interest. Unlike the Australian Register of Historic Vessels (ARHV) maintained by the Australian National

Maritime Museum (ANMM) in Sydney, the AHBO Register contains vessels identified as qualifying by the AHBO Committee, rather than by voluntary registration by owners.

The preliminary register is merely a list of vessels with some brief details to help identify it including technical date and in some cases a photograph. Ultimately the register will be linked to a more comprehensive database. Rona Hollingsworth (Curator, MMT) is helping us develop Significance Criteria to enable AHBO to prioritise the vessels that it promotes for preservation.

AHBO currently has sixteen organisations from around Tasmania (11) and interstate (5) as members:

Australian Wooden Boat Festival, Inc.  
 Bass and Flinders Boat Shed  
 Bass Strait Maritime Centre  
 Eden Killer Whale Museum  
 Franklin Working Waterfront Assoc. Inc.  
 Living Boat Trust Inc.  
 Low Head Museum  
 Maritime Museum of Tasmania Inc.  
 May Queen Trust  
 Motor Yacht Club of Tasmania, Inc.  
 Port Welshpool and District Maritime Museum  
 Steam Ship Cartela Limited  
 Wooden Boat Association of Queensland, Inc.  
 Wooden Boat Association of South Australia, Inc.  
 Wooden Boat Association  
 Wooden Boat Guild of Tasmania, Inc.

Honorary officers of the Association since formation have been President Captain Mike Webb, Vice President Bill Foster, Secretary Cheryl Barnett, Treasurer (and Registrar) Graeme Broxam, and Public Officer Ross James. Other active committee members include Graeme Dineen, Graeme Foale,

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## Association of Heritage Boat Organisations, Inc. (cont.)

Stephen Knight, Ross Barnett and Peter Higgs. Ongoing efforts to include members from around the State attending regular meetings have so far been thwarted by technology; however we are currently investigating suitable technology that will overcome this shortcoming in communications.

The committee has at various times over the past three years informally discussed several vessels that have come to its attention, including the former WWII Ambulance Launch *Krawaree* (1945) and coastal trading ketch *Defender* (1895) both in Queensland, MV ex SS *Cartela* (1912), yacht *Viking* (1892), SS *Rowitta* (1909) and three naval launches ex TS *Mersey* (Devonport).

AHBO also has an Advocacy Group led by the President to promote its objectives at the government level. There was a deliberate decision not to include 'Tasmania' in the organisation's name to enable it to be expanded to a national body. This is particularly important because, as a rule, Australian Government bodies will only deal with organisations that have national representation.

At the 2015 AWBF, AHBO hosted a meeting of similar bodies around Australia that proposed the formation of a national body provisionally called the Australian Maritime Heritage Advocacy Group (AMHAG). One result of this was

the holding of a very successful two-day seminar at the Old Woolstore Hotel, Hobart on 3–4 December 2015 co-hosted by the ARHV and the MMT. Many guest speakers discussed current issues in the management of maritime heritage, especially the boats themselves. Further discussions between the MMT and ANMM have resulted in an in-principle commitment by the ANMM to fund a part-time researcher to formalise the AHBO Register. As yet the funds have not been forthcoming, but a number of individuals coordinated by the Registrar have been compiling lists of Tasmanian vessels in various categories including A, B, C and D Class yachts of the 1920s–60s, Cadet and Tamar Dinghies and Heavyweight Sharpies from which surviving vessels will ultimately be entered into the AHBO Register.

The long term ambition for AHBO is to be able to proactively identify vessels that are either at risk of being lost, or are particularly worthy of preserving, connect them with organisations, groups or individuals that are able and willing to take them on as projects, and assist such projects by facilitating access to appropriate skills and resources. AHBO is still very much a work in progress, but its members and committee hope that in the years to come it will reach the level of official recognition and capability to play a significant role in preserving and promoting Tasmania's historic vessels.



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## EXHIBITIONS, OPEN DAYS, ENTERTAINMENT AND LECTURES

Meet the expeditioners and scientists, the tradespeople and the chefs, the communications experts and the technicians who support Australia's leading role in the Antarctic and the Southern Ocean. Festival Director, Paul Cullen, provides background information for this event and invites you to be part of it.

Hobart, Tasmania, is located at latitude 42° S, just 2692 km from the nearest Antarctic continental base, the French station at Dumont d'Urville. The closest Australian research station at Macquarie Island is 1500 km distant and the Australian Antarctic Division's Casey Station is 3430 km away, served by an air link from Hobart International Airport. This location makes the city of Hobart Australia's Antarctic port and a thriving centre for science, logistics, shipping and crew transport servicing the Southern Ocean, Sub-Antarctic Islands and Antarctica itself.

It's often quoted that there are more Antarctic scientists located in Hobart than in any other city in the world and several important organisations are based here. These include the Institute for Marine and Antarctic Studies (IMAS), the Australian Antarctic Division (AAD), the Commission for the Conservation of Marine Living Resources (CCAMLR), the CSIRO Marine and Atmospheric Research Institute, the Antarctic Climate and Ecosystems Cooperative Research Centre (ACE-CRC) and the University of Tasmania (UTAS). This impressive array of scientific expertise is just part of the Antarctic community found in Tasmania.

The maritime history of Australia's Antarctic program literally started here in Hobart, with Douglas Mawson's 1911 Australasian Antarctic Expedition, the first Australian-led expedition. Mawson's work in mapping and surveying the Antarctic coast led directly to Australia's territorial claim to more than 40% of the Antarctic continent. His ship, *SY Aurora*, was the first of a long sequence of Antarctic ships that served Australian expeditions, including *Wyatt Earp* and a series of sturdy Norwegian-built ships, *Kista Dan*, *Thala Dan*, *Magga Dan* and *Nella Dan*.

Each season, hundreds of people in Hobart prepare for the program of exploration, research, maintenance and re-supply that will begin as soon as sea ice conditions in the Southern Ocean allow. The Australian icebreaker *Aurora Australis* and the French Antarctic ship *L'Astrolabe* are familiar

sights on the Hobart docks and now they begin to take on stores and supplies for the coming summer. We believe this is an appropriate time to celebrate the work of the Antarctic community and the huge contribution it makes to the social fabric and working economy of Tasmania.

With a great series of exhibitions, open days, lectures, entertainments, and school excursions, we are planning to bring the Antarctic to you over four days, from Thursday 8 September to Sunday 11 September, 2016.

Join us for a fascinating look at the work we do in the coldest, highest, driest and windiest place on earth. Meet the expeditioners and scientists, the tradespeople and the chefs, the communications experts and the technicians who support Australia's leading role in the Antarctic and the Southern Ocean. You will be intrigued, surprised, entertained and amused at the details of how people live and work at -40°C, or go for a refreshing dip when the temperature climbs to zero!

Best of all, thanks to the support of our many friends and sponsors, admission to almost all Antarctic Festival events is completely free to the public. Where we do ask for a donation, it's to support the vital work of the Mawson's Huts Foundation, who preserve a unique part of Australia's Antarctic heritage: Douglas Mawson's 1912 expedition huts at Commonwealth Bay in East Antarctica.

View the Antarctic Festival program at:  
[www.antarcticfestival.com.au/program](http://www.antarcticfestival.com.au/program)

We are actively seeking volunteers to help us present this great event, including guides to take tour groups aboard *Aurora Australis* and *L'Astrolabe*. If you would like to help, jump on to the Festival website to register your interest at:

[www.antarcticfestival.com.au](http://www.antarcticfestival.com.au)  
or phone Volunteers Manager, Kelvin Aldred,  
0412 108 994



## MATTHEW FLINDERS' INCARCERATION ON ÎLE DE FRANCE

### An unhappy time in the life of the great English navigator and hydrographer

My recent visit to Mauritius would have been incomplete if I had been unable to visit the Matthew Flinders memorial. The monument, in the south of the island once known as Île de France, had been unveiled by the Earl of Wessex to commemorate the bicentenary of the arrival of Captain Matthew Flinders RN in 1803.

When our affable driver and guide Soobi was unable to remember the monument's location, and had to be reminded, I read to him from my guidebook:

*The Coastline between Baie du Cap and the stunning Le Morne Peninsula is some of the most beautiful in the country and blissfully free of development. The only sights are a couple of low-key monuments. The first is the Trevassa Monument...the second is the Matthew Flinders monument, which stands on the shore 500m west of Baie du Cap. It was erected in 2003 to honour the 200th anniversary of the arrival of Matthew Flinders, an English navigator and cartographer. He was less warmly received at the time; the poor bloke didn't know that England and France were at war and he was swiftly imprisoned for six years.*

Matthew Flinders was born in 1774 in Lincolnshire, England and enlisted in the Royal Navy when 15 years old. His voyaging began when he joined Captain William Bligh in 1791 aboard HMS *Providence* for Bligh's second breadfruit expedition. It was Flinders' introduction to the South Seas. In 1795 Flinders' made his first voyage to New South Wales as a midshipman aboard HMS *Reliance*. The vessel called at Cape Town to load supplies for the hungry settlers in Port Jackson and while in port Flinders took his lieutenants examinations. He also acquired his affectionate cat Trim who became the first cat to circumnavigate the globe and Flinders' constant companion for some years until lost while on Île de France.

During the voyage to Port Jackson he established himself as a fine navigator and cartographer, and befriended the ship's surgeon George Bass, another enthusiastic explorer. Not long after their arrival Bass and Flinders were to make their remarkable coastal voyages in the tiny *Tom Thumb* and *Tom Thumb II*.

While in Port Jackson Flinders was given command of the Norfolk Island built colonial sloop *Norfolk*. He sailed *Norfolk* through Bass Strait and circumnavigated Van Diemen's Land thereby proving the existence of the passage between Tasmania and mainland Australia that enabled savings of several days on the passage from England.

On returning to England Flinders was given command of HMS *Investigator* in 1801 and promoted to commander for an exploratory voyage to Terra Australis. In April 1801, while fitting out the 344-gun sloop for the expedition to chart the coastline of New Holland, Flinders married his long-time friend Ann Chappelle. Flinders had previously named Mount Chappell(e) Island in the Furneaux Group for his wife-to-be.

Ann joined the ship's company aboard *Investigator* because Flinders planned to take her with him on the voyage. But the Admiralty had strict rules against wives accompanying captains and heard of his plans to ignore their rules. Flinders was severely chastised and Ann was removed from the ship. As a result, she would not see her husband again for nine years until he returned from incarceration on Île de France.

The success of Flinders' 18-month long voyage in *Investigator* to chart the long and treacherous coast of Terra Australis is well known. During the voyage he came upon French explorer Nicolas Baudin of *Le Géographe* on the south coast at what he named Encounter Bay. Their friendly meeting gave no hint of his later trouble with the French.

On Flinders' return to Sydney in June 1803 *Investigator* was deemed unseaworthy and condemned. There were no suitable vessels available to continue his exploration so he joined HMS *Porpoise* as a passenger to return England. One week into the voyage *Porpoise* and the accompanying fully-rigged cargo ship *Cato* foundered at night on an unknown coral reef. The survivors, including Flinders and his cat Trim, managed to reach the safety of a sandbank.

Some days were spent salvaging whatever could be recovered and then Flinders took 13 men in the largest





The volcanic topography of Mauritius. The high mountain is Le Piton de la Petite Rivière Noire.

Photo: Colin Denny

cutter and sailed the 700 hazardous miles back to Sydney to arrange rescue of the remaining stranded sailors. Flinders' great feat of seamanship resulted in the recovery of all the survivors of the disaster at what is now known as Wreck Reef.

In Sydney, Flinders took command of the 29-ton schooner HMS *Cumberland* for his return voyage to England. The small vessel was in poor condition and was forced to put into Île de France in December 1803 just three months after his acquaintance Nicolas Baudin had died on the island. Flinders hoped that the French passport issued to him for his scientific pursuits with *Investigator* would allow him free passage. However, war with France had broken out again the previous May so the French Governor-General Charles Decaen was suspicious and detained Flinders.

For the first few months Flinders remained confined to prison. Eventually he was given more freedom and access to his papers. He began to write up his journals and in November 1804 he sent his first map of the New Holland landmass he had charted back to England with the name AUSTRALIA in capitals. Flinders may not have been the first to use the term Australia for Terra Australis but he encouraged its use and is considered responsible for giving our continent its name. In spite of being unable to return to England, Flinders had enough freedom to take on other interests. He taught a group of children mathematics, had an interest in a plantation, played the flute and kept himself interested and busy reading and writing. Regrettably, his beloved cat went missing whilst in the care of a French lady and was never

seen again. Flinders mourned the loss and years later, after his release and return to England, he wrote of Trim, 'the most affectionate of friends, faithful of servants, and best of creatures'.

Flinders eventually arrived back in England to be reunited with his wife Ann in October 1810 and in April 1812 their only child, a daughter Anne, was born. Despite his poor health Flinders had continued working hard preparing his book *A Voyage to Terra Australis* and his atlas of maps for publication. On completion the final proofs were delivered to him on his deathbed but he was unconscious. The book was published on 18 July 1814 but Flinders did not regain consciousness and died the next day at the age of just 40.

In Mauritius, my personal search for the Matthew Flinders monument ended when our guide Soobi turned west at the village of Baie du Cap where we sighted the bronze memorial looking somewhat neglected amongst the casuarinas and coconut palms on a lonely headland. Flinders is depicted with his charts and Trim is on the window sill with the constellation Crux, the Southern Cross, visible in the background (see images next page). Unfortunately, vandals appear to have detached the star Acrux from the constellation and the memorial plaque has become almost unreadable.

My Flinders quest was over and memories welled up of the short and challenging life of the great English explorer, navigator and hydrographer.



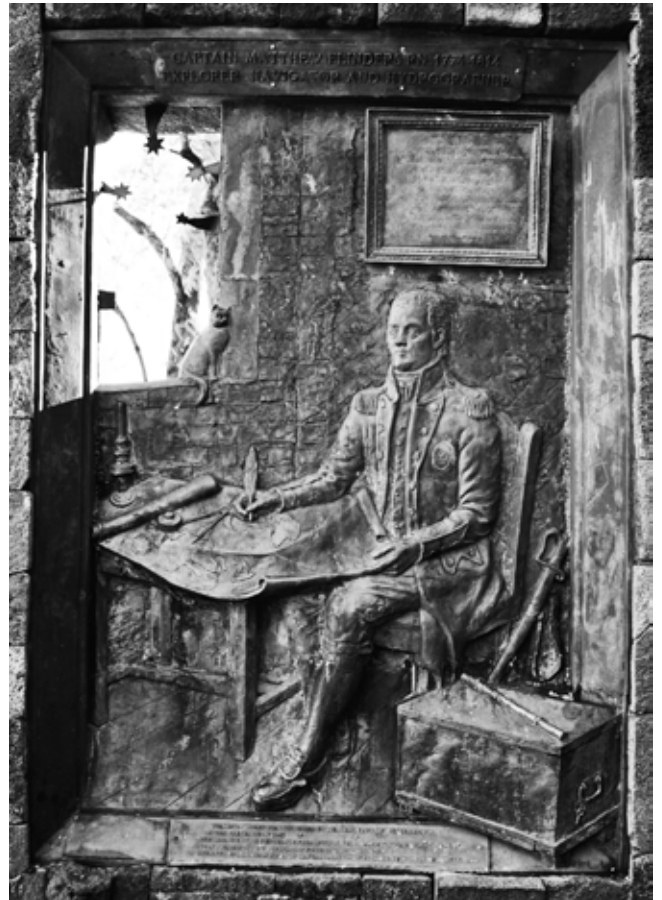
Chateau Labourdonnais, an early 19th century Mauritian plantation chateau.

Photo: Colin Denny

Matthew Flinders' Incarceration on Île de France (cont.)



The almost unreadable memorial plaque states: 'Matthew Flinders left Britain in 1801 on a scientific voyage of discovery to New Holland (Australia). Returning home in 1803 he reached Baie du Cap, Île de France on 15 December. Detained by Governor-General Decaen he was released in June 1810. He was first to chart previously unmapped coastlines and invented a navigational aid known as Flinders Bars. His book A Voyage to Terra Australis which gave the Australian continent its name was published in 1814, the day before he died.'



**The Matthew Flinders monument**

The bronze memorial was looking somewhat neglected amongst the casuarinas and coconut palms on a lonely headland. Flinders is depicted with his charts and his cat Trim is on the window sill with the constellation Crux, the Southern Cross, visible in the background.



The Flinders monument showing Baie du Cap Photos: Colin Denny



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# NEWS FROM THE AUSTRALIAN MARITIME CENTRE

## CENTRE FOR MARITIME SIMULATIONS

Students and commercial clients now have access to the latest in state-of-the-art simulation training technology thanks to a \$1.4 million upgrade at the Australian Maritime College (AMC), a specialist institute of the University of Tasmania. The upgrade includes the world's first installation of Panasonic's ultra-high resolution 4K Full Mission Bridge Simulation Projection System, providing users with unparalleled realism.

'This upgrade provides a higher level of immersion in the simulator, the AMC Centre for Maritime Simulations Manager Damien Freeman said. 'The image is clearer, brighter and more colourful with less visible pixels, so the user experiences a more realistic perception of the simulated environment.'

AMC National Centre for Ports and Shipping Director, Professor Thanasis Karlis, said the \$660,000 projection system was part of a multi-stage upgrade including the installation of two 360-degree tug simulators plus new desktop simulator software specialising in liquid cargo handling and engine room operations. 'These significant upgrades have allowed us to reconfigure the Centre for Maritime Simulations to meet the changing needs of our clients and students, and we're pleased to be able to offer them the most advanced simulation training experience in the world,' Professor Karlis said.



Total immersion  
Centre for Maritime Simulations Manager Damien Freeman  
in front of the main projection screen. Photo: Simon Brooke

'Our facilities are used for maritime human factors research and investigation into port development, ship manoeuvring, and improving ship and port safety. They also help bridge the gap between theory and practice in the training of ship masters and deck officers. The upgraded Panasonic projector system enhances that capability and ensures AMC continues to be a leader in maritime simulation.'

An interactive, 60-inch electronic chart table has also been developed in-house to record training sessions in the ship simulator and provide clients with debriefing capabilities.

The final stage of the upgrade will be the installation of a standalone, touchscreen engine room simulator expected to come online mid-2016. Mr Freeman said that touchscreen technology was a recent advancement for training simulators and would allow for a more tailored experience.

'The advantages of having touchscreen and computer displays are that you can load a variety of different engines and bring them up to do type-specific training. So the students will be virtually trained using the engines they encounter in the real world,' he said.

The major benefit of using simulators is they allow you to do high-risk and contingency training. If you get something wrong and the engine seizes, we can just reset the exercise. You can't do that in real life.'

Information and image supplied by the Communications and Media Office, University of Tasmania.

### About the Centre for Maritime Simulations

The Australian Maritime College's Centre for Maritime Simulations features some of the world's most advanced simulation equipment, including:

- Full-mission ship's bridge simulator
- Two, 360-degree tug simulators
- Advanced dynamic positioning bridge simulator
- Six basic dynamic positioning simulators
- Six ship operations cubicles and an 18-seat electronic chart display lab.

The simulator database includes most Australian and New Zealand ports, as well as areas of Europe, Malaysia, and Indonesia. AMC also provides regular pilot simulation training to maritime organisations such as TasPorts, Newcastle Ports Corporation, Rio Tinto, Port Kembla, Southport (NZ), TT Line, Woodside Energy and Port Nelson.

### Technical facts

- The Panasonic projectors are the world's lightest 3-chip DLP laser projectors with 4K resolution available today, offering unprecedented image quality.
- AMC's set-up uses five projectors that each produce 10,000lm brightness and a 20,000:1 contrast ratio.
- Images are sent from a computer in a remote server room via HDMI to a Lightware HDBaseT Transmitter. The signal is then converted and transmitted 30 metres via CAT6 cable directly to each projector.
- The images are projected on to a 240-degree, 7.2 metre radius by 4.5 metre tall cylindrical screen and viewed from the cabin of the main bridge ship simulator.



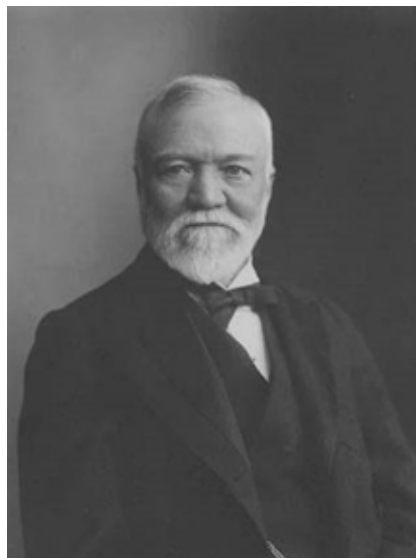
ca 1908 Photo:TAHO

## THE CARNEGIE

### Home to the Maritime Mu

For many readers, the Carnegie Gallery will be a familiar name, albeit a place not generally accessible. Hopefully now that the new lift has been installed and becomes operational, it will become a space familiar to many more people as a new exhibition area for the Maritime Museum. But how many know the history behind the name and the construction of this building, let alone the worldwide connections that it embodies?

The name Carnegie refers to Andrew Carnegie, Scottish-born industrialist, who made his fortune in the booming economy of the United States during the late 19th Century. Yet, his early life was far more modest, being born in Dunfermline, Scotland, in 1835. His father was a weaver, but by the late 1840s the family was almost destitute as new industrial technologies threatened to destroy traditional hand weaving. So they moved to Pennsylvania in 1848, where Andrew started work in cotton and woollen mills. By 1853 he had become a telegraph operator with the Pennsylvania Railroad Company. This was an important experience for him as railway development was literally powering the growth in the US economy.



Andrew Carnegie

Photo:TAHO

Carnegie quickly learnt his trade and was rapidly promoted. During the American Civil War, he was made Superintendent of Military Railways and he played an important role in keeping the Union Army supplied and in communication through the telegraph system. He also started making wise investments in the railways and oil. In 1865, he left the railways to focus on his rapidly expanding business interests—oil, bridges and iron.

It was the steel industry that made his fortune. Through judicious acquisitions and focussing on the production of iron and steel using more efficient means, Carnegie quickly became a major player in the industry. By the early 1890s he had established the Carnegie Steel Company and built steel plants across America. It was the vertical integration of steel-making operations that proved significant in the growth of

his empire. He owned the mines that provided the raw materials, he owned the railways and shipping that moved the ore and the finished products, and he owned the steel mills.

In 1901 Carnegie was considering retirement and sold his businesses to JP Morgan, who formed the United States Steel Corporation. Carnegie's steel businesses alone were worth around US \$13 billion in today's money. Carnegie's share was half of this, paid to him in the form of bonds. Carnegie turned his attentions to giving away his vast fortune for philanthropic purposes. He was passionate about the wealthy in society using their good fortune to support works that had a lasting public benefit, espousing his views in *The Gospel of Wealth*, published in 1889. Up until his death in 1919, he gave away almost 90 percent of his fortune to

charities, public institutions, foundations and universities. He once wrote, 'Man does not live by bread alone. I have known millionaires starving for lack of the nutriment which alone can sustain all that is human in man, and I know workmen, and many so-called poor men, who revel in luxuries beyond the power of those millionaires to reach. It is the mind that makes the body rich.'

One of his key philanthropic interests was the support of public libraries. Carnegie believed free libraries helped foster communities and supported education for all. Over his remaining years, he funded the establishment of approximately 2,530 public libraries, mainly in the USA (1,681), but also in Britain (660), Canada (125), Ireland (18), New Zealand (17), South Africa (12), the Caribbean (6) and

# BUILDING

## Museum of Tasmania

2016 Photo: J Wadsley



individual libraries in France, Belgium, Serbia, Mauritius, Seychelles and Fiji. The first library was in his home town of Dunfermline, built in 1883. The Carnegie Endowment for International Peace funded the three European libraries at Reims, Leuven and Belgrade following their destruction in the Great War.

The libraries varied enormously in size and cost, from the largest being quite grand buildings, such as in Pittsburgh or Toronto, to rural ones such as in Ireland being small cottages. But the smallest must be the simple wooden cabinets used for providing a library of sorts to the Lighthouse Service in Ireland (see page 21). Carnegie is quoted as saying on his love of libraries: 'There is not such a cradle of democracy upon the earth as the Free Public Library, this republic of letters, where neither rank, office, nor wealth receives the slightest consideration.'

Apart from libraries, he invested in many educational institutions and charitable causes. Because of his great interest in music, he provided grants for over 7,000 church organs across the world. And, of course, there are the well-known cultural buildings he built or funded, such as Carnegie Hall in New York City. However, there are some modern historians who have questioned whether Carnegie's philanthropy was based on other motives. Prizeman (2012) suggested that Carnegie's good works in the industrial towns of America and Britain were dispensed '... to ameliorate the unbearable experience of workers provided by the very existence of the industry they depended upon.' Whatever his reasons, it is certainly true to say that Carnegie's legacy had a lasting impact.

Australia has only four Carnegie libraries: Hobart (granted the funds in October 1902); Mildura, Victoria (1906); Northcote, Victoria (1909); and Midland Junction, Western Australia (1909).

It is not clear why Australia has such a small number, given that New Zealand has seventeen. Perhaps it was because Carnegie would only grant money for such projects if he was formally asked, or that he placed a number of conditions regarding arrangements and facilities at the libraries before he would agree to make the grant. In any event Hobart has the grandest and most expensive of the Australian Carnegie libraries.

Hobart already had a public library before Carnegie's largess arrived. The Tasmanian Public Library was established in 1848, and located in Barrack Street. However, it was a subscription library which was aimed very much at the middle and upper classes. In 1859 the Library moved to Macquarie Street, but it closed in 1867 after government funding was reduced. With the construction of the new Hobart Town Hall, space was provided for a new Public Library which opened in 1870. However, this was only a reference library with no lending services. The library was managed and financed from 1881 under a joint arrangement between the Council and the Tasmanian Government.

The library became very popular, so much so that by the 1890s, there was insufficient space. The Council eventually agreed to donate some of the land used as gardens behind the Town Hall for the construction of a new library building. However, the Government was less inclined to fund this project, following its reluctance to fund the library's ongoing costs and the purchase of books. So when news of Carnegie's offer to provide free public libraries throughout the British Empire became public in 1902, it must have seemed a godsend. The Chairman of the Library Trustees, Mr CM Tenison, wrote to Carnegie in August 1902. By November, Carnegie had replied offering £7,500, as long as a free lending library was included, on a suitable site basically rent free in perpetuity, and a guarantee that the ongoing expenses would be paid. Legislation was passed in State Parliament with all these conditions attached.

After some machinations on the part of the Council, which initially refused to provide a site at a low rental, the deal with Carnegie was finally signed off in mid-1903. However, it had taken the resignation of Tenison and a letter from him to Carnegie, before the Council accepted that it could lose the grant altogether if it did not accept all the conditions.

By December 1903, a number of entries had been received as part of a design competition for the new library. The winning design was submitted by local architects Alan Walker and Douglas Salier. Walker was a renowned architect having designed the Hobart General Post Office, as well as St Raphael's Church at Fern Tree and the Elwick grandstand. The original design was to be built from sandstone (to fit better with the Henry Hunter-designed Town Hall), but this

## The Carnegie Building (cont.)

was more than the budget could afford. Eventually the brick and stone design we see today was adopted by the Trustees and the Council. Events moved quickly with the foundation stone being laid during a grand ceremony on the morning of 22 February 1904. This was organised to coincide with the Centenary celebrations for the first settlement in Hobart in 1804. *The Tasmanian News* described the scene, 'Here everything looked bright and gay, and festoons of flags were hung across the streets.' The Governor, Captain Sir Arthur Havelock performed the honours as one of his last acts before departing his official office. Later that same day, the Governor unveiled a new monument at Risdon Cove to commemorate the landing by Lieutenant John Bowen and his party in 1803. In the evening a number of warships at anchor on the Derwent were illuminated in a blaze of electric lights, along with ferries and other craft. The ferry *Silver Crown* had been chartered by the Centenary Celebration Committee and had 200 guests on board. Today the wheelhouse of *Silver Crown* is in the Maritime Museum.

Construction work did not start until January 1905 and was done by the Cooper family business of stonemasons and builders. There was steady reporting on progress over the next two years, including the statement: 'An "Ideal" water heater, an apparatus of American manufacture, has been installed in the basement and from it pipes spread their ramifications throughout the building conveying hot water to the radiators, which in due course, will be placed in the rooms.' Many local firms had a hand in its fitting-out. Brownell Brothers, Fitzgeralds, Johnston and Miller, and J Whitesides and Son supplied the linoleum and cork matting; new furniture was supplied by Williams Brothers, Burn & Son, and Day's Furnishing Mart. Mr William Gray decorated the walls and painted the lettering on doors and walls. And the lighting was installed by the Hobart Gas Company.

On Monday 11 February 1907, the new Tasmanian Public Library was opened by the new Governor, Sir Gerald Strickland, to the cheers of a 'representative gathering of citizens'. In the evening a large number of people inspected the library. There was much praise, particularly on the lighting of each room, although it was noted that 'the smell of the new matting will, of course, make the air of the rooms heavy for a time, but that will soon pass away'.

Initially only the reference library and the newspaper reading room were available, with the lending section opening a few months later. Many of the books in the free lending section came from public donations, an indication of how important the local community saw the matter of providing a free lending service. But over the coming years, the lack of support from the Trustees in providing funds for new books became an ongoing source of complaint. During 1934, Ralph Munn, a director of the Carnegie Library in Pittsburgh, visited Australia on a survey of libraries. There was obviously some worries over his visit, as the *Mercury* reported, 'We are in the somewhat unpleasant position of the tenant of a house who has lived there for many years without supervision or interference, and who has permitted the garden to become overgrown and the building to fall into disrepair, and then finds that the landlord is coming to examine affairs.' After the visit, Munn reported: 'It is impossible to exaggerate our disappointment in your Public Library. It has been starved almost to death and is the poorest library in a city of this

size in Australia and New Zealand.' He added that he had read that Hobart had a lending library but found that it was 'rather like a cemetery of books' (quoted in Gaunt).

This event shamed the Government and the Council into allocating more money for the library. However, the library continued to struggle primarily because of the joint control between Council and Government until, in 1944, it became part of the State Library, with the passing of the Libraries Act 1943. The Carnegie library building would remain part of the State Library organisation until the new Library was built on the corner of Murray and Bathurst Streets and opened in September 1962. By then it had given 55 years of service as a free public library, fulfilling in great measure the aims of Carnegie's endowment.

But, did you know, there is a second Carnegie Library in Hobart ... Hobart, Indiana, USA. This northern hemisphere Hobart lies south of Chicago at the southern end of Lake Michigan. It has a population of around 30,000 people. Their Carnegie library, built in 1915, survived until 1967 when it had outgrown its premises and a new library was built. And what is this Carnegie building being used for today? It is the home of the Hobart Historical Society. The history of their library almost mirrors our own! I can definitely feel the need coming on to undertake a field trip to visit our twin. Surely there must be a good reason to go and compare notes.

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# no ship, there I was

being the final adventures of this maritime heritage coordinator

Well, no sooner hullo than goodbye it seems.

I returned from maternity leave in February this year, and have been keeping busy with work in collections and public programs while John tackles outreach and MHOoT (Maritime Heritage Organisations of Tasmania). However the time has come for me to set sail for a new adventure—still within the museum sector, but another harbour.

However, you'll probably still see me around as I'd like to continue on as a member of the delightful Maritime Museum of Tasmania. Plus, how could I let Emily miss out on the school holiday programs once she's big enough?

## School holiday programs

The most recent program in April on board *May Queen* showed just how popular our priceless heritage vessel is with kids and adults alike. Our program 'Deckhand for a Day' sold out within days. We hastily organised two extra sessions and these were booked out within a day. When I went to speak with some parents about the program, their response was that the children themselves had sometimes seen it advertised at school and said 'I want to do that!'

Parents and little deckhands alike were enjoying the autumn sunshine and activities from swabbing the decks to packing apples and 'freight', and getting down below decks to experience what life might have been like on a Tasmanian working ketch.

A huge thank you once again to John Wedd and Bob Chesterman of the May Queen Trust, and our peerless (and fearless) School Holiday Program team: Margaret and Barry Jones, Kath LeFevre, Natalie Rees, Christine Knight, Rex Cox and Louis Rodway. These are the people who bring our Museum and *May Queen* alive each school holiday for families and I'm so proud of what they've accomplished.

The next school holiday program will be in the newly reopened Carnegie Gallery. Inspired by the new exhibition of the Lamprell Maps and Charts collection, and the Houghton Forest artwork collection donated by the Risby Family, there will be two distinct programs:

- Monday 11 July & Tuesday 12 July  
'Art Class' with Louis Rodway
- Wednesday 13 July & Thursday 14 July  
'Shipwrecked on a Bass Strait Island'

Call the Museum if you'd like to make a booking.

Another project I have been working on is the Maritime Museum's very own education program, developed by History education specialist David Boon. We are nearly ready to launch this program, which will give teachers rich resources and information on our local maritime heritage

and activities for primary school students to do before, after, and during their visits to our Museum.

In preparation for the launch of the new exhibition, curator Rona Hollingsworth asked me to put the Lamprell Maps and Charts collection online for the public to see. This collection shows the exploration of Australia and the Southern Hemisphere, with a special emphasis on Tasmania from the 1600s Dutch voyages of exploration to maps of Cook, Bass and Flinders, Baudin and others. Having had the chance to look at the maps in close detail, I found them full of exquisite images of sea gods, penguins, sailors and 'native' people of the Pacific, and they are loaded with history, politics, trade and war. You can check them out on Ehive here: [https://ehive.com/objects?query=Lamprell&sort=named\\_collection&order=desc](https://ehive.com/objects?query=Lamprell&sort=named_collection&order=desc)

Speaking of *May Queen*, you may have noticed that it is not in its usual berth at Constitution Dock. You may have read a recent article in the *Mercury* that *May Queen* needs significant repairs, and that the May Queen Trust is asking for donations to assist. If you are able to help, either in a hands-on capacity or with a donation, please contact the Maritime Museum.

Finally, thank you to all the dedicated and passionate volunteers, and to the staff and committee members for having made this time with the Maritime Museum of Tasmania such a rich 'voyage of discovery' for me.

Wishing you all fair winds and following seas.



Deckhand for a day.

'Drawing water to swab the decks'

Artwork by Louis Rodway

# in remembrance

## Captain Don Garnham

Honorary Life Member Captain Don Garnham, who passed away recently, shortly after celebrating his 100th birthday, was well known as one of the last of the 'Cape Horners'. Captain Garnham joined the Cape Horn society in 1935 after completing his first rounding of Cape Horn as a nineteen-year-old crewman aboard *Herzogin Cecilie*. The experience of hard work in a short-handed crew and the basic living conditions didn't put him off, and Donald made the voyage again the following year on the Gustav Erikson owned *Moshulu*. It was during his time with *Moshulu* that Donald met and married his Finnish wife, Impi.

After serving in the Navy during the Second World War, Donald and his wife settled in Australia. Donald took a number of shore-based jobs to be near his family, including being lighthouse keeper at Point Lonsdale for twenty years.

Donald and his family moved to Tasmania, settling in West Hobart, in 1983. It was then that Donald became a member of the Maritime Museum, and was happy to share his experiences with others who shared his passion for the ocean.

While Donald has now passed, *Moshulu* still survives as a restaurant in Philadelphia, USA, while the captain's quarters of *Herzogin Cecilie* were recovered after it was wrecked on the south Devon coast and can be seen in the Maritime Museum in Mariehamn in Finland.



*Herzogin Cecilie* MMT Collection

## Peter Ashford

Peter Ashford was an energetic and generous volunteer, and he will be much missed by all who knew him at the Museum. Peter never let his health stop him getting stuck in and, as well as completely replacing the electrical system aboard *Westward*, he also rebuilt its engine and auxiliary units and was heavily involved with its overall restoration.

Peter, whose family came from the Scilly Isles, came from a long line of seafarers and he started his career as an apprentice fitter and turner with Seagar Bros. in Auckland, New Zealand, in 1951. Seagoing experience was gained with the New Zealand Shipping Co., but the start of a family and a preference for smaller ships led Peter to take work in the coastal trade around New Zealand. After time spent running the family farm and National Service in the NZ Air Force, which led to ten years work flying agricultural aircraft, Peter and his family found themselves in Swansea, on Tasmania's east coast, running a caravan park. A spell offering engineering services to Hobart's fishing fleet led to taking the position of Chief Engineer aboard *Cheyne II* on its final voyage to Heard Island, described by Peter simply as 'an adventure'.

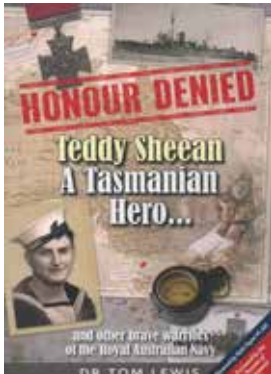
Back ashore, Peter lectured in marine engineering and sea safety at the Australian Maritime College's Beauty Point campus, and spent time as relief engineer aboard the college's training vessel *Wyuna*. His retirement allowed him to take a job as a casual engineer with North Western Shipping and Towing and, for the next few years, he travelled around most of Australia's coast on specialised cargo deliveries, surveying, dredging and all manner of other tasks. In addition to all this, Peter had found time, as a volunteer, to overhaul and rebuild the machinery and electrical system aboard the Beauty Point Royal Volunteer Coastal Patrol's cutter *Goondaloo*.



*Cheyne II* MMT Collection



# book review



**HONOUR DENIED**  
**TEDDY SHEEAN**  
**A TASMANIAN HERO**

by Dr Tom Lewis (2016)

Avonmore Books, Australia

*Honour Denied* begins, as the title suggests, by posing the question, 'Were Australia's naval men of World War 2 honoured properly?' The author answers his own question:

*No, they were not. This book explores the times and rationales, and asks questions. The final one is – can Teddy Sheean be rewarded with the Victoria Cross?*

Edward Sheean was born at the tiny settlement of Barrington in North-West Tasmania on 28 December 1923. The large family moved to Latrobe where he grew up leading the life of an ordinary country boy. In April 1941 he followed his brother Thomas into the Royal Australian Navy. Teddy became a member of the commissioning crew of the corvette HMAS *Armidale*. When *Armidale* departed Sydney in August 1942 he was not to know the ship would soon be engaged in an action that would result in its sinking and the loss of his own life in a heroic exploit. He became an extraordinary hero.

Military historian Dr Tom Lewis, who also wrote *By Derwent Divided* (1995, revised 2006), has written in *Honour Denied* a thorough account that not only captures the story of Teddy Sheean but also offers a well-researched history of the workings of the naval world at that time. The early chapters provide an important social history of the era in which Sheean grew up in North-West Tasmania and trained in Hobart and Sydney. Life was different and Lewis observes of the trainees, 'An interesting mix of exuberance and reality pervaded the young men's lives'.

The author compares the bravery of Sheean with that of two other naval heroes, Robert Rankin and Hec Waller, who he considers should also have been decorated with the Victoria Cross. All three, Lieutenant Commander Rankin, Captain Waller and Ordinary Seaman Sheean were deemed gallant enough to have submarines named after them. Sheean is one of the few 'lower deck' personnel ever to have had a naval vessel named in his honour.

This well-illustrated book of more than 300 pages includes photographs and diagrams, many in colour, that complement the story of Sheean family life, the

development of warships, the deployment of *Armidale*, its action and the case for the award of decorations to Teddy Sheean and others. Lewis explains the state of affairs at the time, arguing that the failure to give decorations for valour lies with the extraordinary requirement that the Royal Australian Navy award recommendations must go through the Royal Navy's Admiralty in London. The other services had no comparable constraint.

The chapter titled 'A Tragic Finale' includes a dramatic personal account from *Armidale* survivor Rex Pullen. Pullen tells a tragic story, but Lewis points out to his readers—who may be scandalised by the mistakes and the failure to rescue the survivors—that it was by no means an unusual occurrence in times of war. He illustrates his point by telling the stories of the Slapton Sands disaster, the loss of USS *Indianapolis*, the sinking of HMS *Glorious* and the torpedo failures aboard USS *Tinosa*. As with every chapter, extensive endnotes provide details of the source of the material.

In the final chapters Lewis maintains his case for consideration of the retrospective award of the Victoria Cross. I find it hard to advocate the retrospectivity argument, but Teddy Sheean certainly is a Tasmanian hero. As his late sister, Ivey Hayes, said: 'Teddy didn't fight for the glory; he fought for the love of his shipmates'.

*Honour Denied* is a superb story that Tasmanians and military historians will all appreciate.



Teddy Sheean with brothers Fred (left) and Bill (right)  
 Photo supplied by his nephew, Garry Ivory

This book is available at  
**Rolph's Nautical Gift and  
 Book Shop at the Museum.**





## A NAVIGATIONAL PUZZLE

### *SS Warrimoo*

The International Date Line (IDL) follows the longitudinal meridian at 180° E/W of Greenwich. To accommodate the practicalities of trade the IDL has, at times, detoured around islands such as Samoa, and its path in 1899 was not exactly its path today. Maritime Museum member, Commander David Hamilton, sent in this article, to which we have added a discussion, about a navigational fluke which raises the question: How did the ship's passengers lose a whole day of their lives?

#### At the Equator and the IDL

The passenger steamer *SS Warrimoo* was quietly knifing its way through the waters of the mid-Pacific on its way from Vancouver to Australia. It was the night of 30 December 1899. The navigator had just finished working out a star fix and he brought the result to the master, Captain John Phillips.

*Warrimoo's* position was Lat. N 0° 31'0; Long. W 179° 30'0

'Know what this means?' the First Mate asked. 'We're only a few miles from the intersection of the Equator and the International Date Line.'

Captain Phillips knew exactly what that meant, especially on that night. He was prankish enough to take full advantage of the opportunity for achieving the navigational fluke of a lifetime. He called his navigators to the bridge to check and double check the ship's position. He changed course slightly so as to bear directly on his mark. Then he adjusted the engine speed. The calm weather and clear night worked in his favour. At midnight *Warrimoo* lay on the Equator at exactly the point where it crossed the International Date Line!

The consequences of this bizarre position were many. The forward part of the ship was in the Southern Hemisphere and the middle of summer. The stern was in the Northern Hemisphere and the middle of winter. The date in the aft part of the ship was 30 December 1899. Forward it was 1 January 1900. The ship was therefore not only in two different days, two different months, two different seasons, and two different years but also in two different centuries—all at the same time. ■

#### Discussion

That's amazing, but what happened to 31 December 1899? Two examples found online add details to the puzzle.

1. 'At exactly midnight, local time, *Warrimoo* lay exactly on the equator at exactly the point where it crosses the International Date Line. The passengers were cheated out of a New Year's Eve celebration, and one entire day—December 31, 1899—disappeared from their lives for all time!

There were compensations, however, for the people aboard *Warrimoo* were undoubtedly the first to greet the new century, and Captain Phillips, speaking of the event many years later said, "I never heard of it happening before, and I guess it won't happen again until the year 2000!"

<http://www.oocities.org/heartland/meadows/5836/navigation.html>

2. An online forum contributor wrote: 'I think of it like this:

a) Consider the ship, which has a length, going E to W, is approaching the dateline at 2.0 seconds before midnight on 30 December. At 1.0 second before midnight on 30 December the bow breaks the dateline and for 1.0 second it is 31 December. Then it is midnight 1.0 second later and the date 1.0 second later is 1 January.

**31 December was 1.0 second long.**

b) Consider the ship, which has a length, going E to W, is approaching the dateline at 0.2 seconds before midnight on 30 December. At 0.1 second before midnight on 30

December the bow breaks the dateline and for 0.1 second it is 31 December. Then it is midnight 0.1 second later and the date 0.1 second later is 1 January.

**31 December was 0.1 second long.**

c) Consider the ship, which has a length, going E to W, is approaching the dateline at 0.0002 seconds before midnight on 30 December. At 0.0001 second before midnight on 30 December the bow breaks the dateline and for 0.0001 second it is 31 December. Then it is midnight 0.0001 second later and the date 0.0001 second later is 1 January.

**31 December was 0.0001 second long.**

d) Now consider what happens if the ship just touches the dateline EXACTLY at midnight.  $T=0$ .

**31 December was 0.0 seconds long. POOF! Gone!**

<http://forums.qrz.com/index.php?threads/a-freak-of-navigation.428608/>

### Questions

Really? A day's length of 0.0 seconds?

Is there a flaw in this argument?

Are equatorial seasons summer/winter, or wet/dry?

Is the first day of the new century 1 January 1900 or 1 January 1901?

Where was the IDL on 30 December 1899?



The IDL (shown above as it was represented in 1900) doesn't follow the 180° longitudinal meridian E and W of Greenwich exactly.

### Samoa and the International Date Line

Until 1892 all the Samoan Islands (Western Samoa and American Samoa) were west of the IDL. Then American traders persuaded the Samoan king to adopt the same date as America (i.e. east of the IDL). In 2011, The Independent State of Samoa returned to the western side to align its days with major trading partners New Zealand and Australia, but this meant that West Samoans lost a day and did not experience 30 December 2011. Now the IDL runs between Samoa and American Samoa, which retained the same date as America.

### SS Warrimoo 1892-1918

JJ Kinsey, a shipping agent in New Zealand, named his house in Papanui, Christchurch, *Warrimoo*. Author Mark Twain (Samuel Clemens), after travelling to Sydney on *SS Warrimoo* in 1895, sailed to New Zealand and visited Kinsey at *Warrimoo*. In his book *Following the Equator* (1897), a blend of travel memoir and tall tales, Clemens wrote of a baby born at the IDL '... there is no way to tell which day it was born on. The nurse thinks it was Sunday, the surgeon thinks it was Tuesday. The child will never know its own birthday.' To embellish this report Clemens stated that a wealthy passenger had declared he would award money to the child if it were born on his birthday. Unfortunately, or conveniently, that was on the Monday. The truth of this is debateable, because Clemens' purpose, as a story-teller, was primarily to entertain.

*SS Warrimoo*, was a passenger/cargo ship (3628 grt; length 105m), built in the UK (1892) and owned (1897-1901) by the New Zealand Shipping Co. Ltd. (Canadian-Australian Line). On a voyage to Marseille with troops, it was sunk (18 May 1918) after a collision with the French destroyer *Catapulte* off the coast of North Africa.



SS Warrimoo

Photo: Allan C. Green

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# notes from the curator



Photos: John Wadsley

As you can see from the photographs above, a group of keen volunteers and staff, with some serious grunt and with deft manoeuvres, have reinstated the ground floor gallery. We have lost a few interpretation panels and the Goose Island light had to be moved—but the installation of a lift brings us some fantastic new opportunities. Look out for our first display in the Carnegie Gallery which will feature charts showing Tasmania during the golden era of European exploration as well as a valuable collection of Haughton Forrest paintings which were donated to the Maritime Museum by the Risby family.

A few weeks ago we received an intriguing and precious object, which inspired a story about the yacht *Prince Regent* in the March 2016 issue of *Maritime Times*. This was a dirk which belonged to George III's third son, Prince William, when he was serving in the Royal Navy. When William became king in 1830 he gave it to a close friend. Now the dirk (pictured below) has been donated to the Museum by Commander David Hamilton—along with two very impressive naval swords, an opium pipe, maps, books and pictorial items. We intend to display some of these fascinating artefacts in a new Treasures Case in the Carnegie Gallery.

When we received the knife we were baffled by a scale of inches marked on the blade. Our first gruesome thought was that it might be to measure how far the knife was thrust into a victim. In reality it was probably to measure the length of fuses for mortar shells.

In my previous article I mentioned that William IV gifted his royal yacht, *Prince Regent*, to the Sultan of Muscat in 1836, and just over a decade later the same vessel arrived in Hobart to begin a new life as a menial, foul-smelling whale ship.

I also asked if any readers knew the meaning of 'H.C.' which was written before the name of *Prince Regent* and other vessels listed in Indian maritime reports. We have had two suggestions: 'High Commission' and 'Honourable Company'. Volunteer, Shirley King, supported her suggestion with some persuasive research and the following notes:

'H.C.' presumably stands for 'Honourable Company', i.e. the East India Company (the Honourable Company of Merchants of London trading into the East Indies).

It was granted a monopoly by Queen Elizabeth I, trading in spices, tea (from China) and silks. The company became immensely powerful and controlled a vast area. It minted its own coins and had a large army and a marine fleet to defend against pirates (although its trade goods were carried by ships of other owners). As trade profits lessened from the mid-18th century it began to lose its power. Its invasion of Afghanistan (1839) and the Indian Mutiny (1857) reduced it further, but it was not until 1858 that the British Government was able to take over the Company's interests.



Dirk once belonging to William IV, the Sailor King

Photo: Rona Hollingsworth

# Carnegie library boxes for lighthouses

One fascinating outcome of John Wadsley's research into the Carnegie Building, and the Maritime Museum of Tasmania (pp 12–14) was information about another maritime link to Andrew Carnegie.

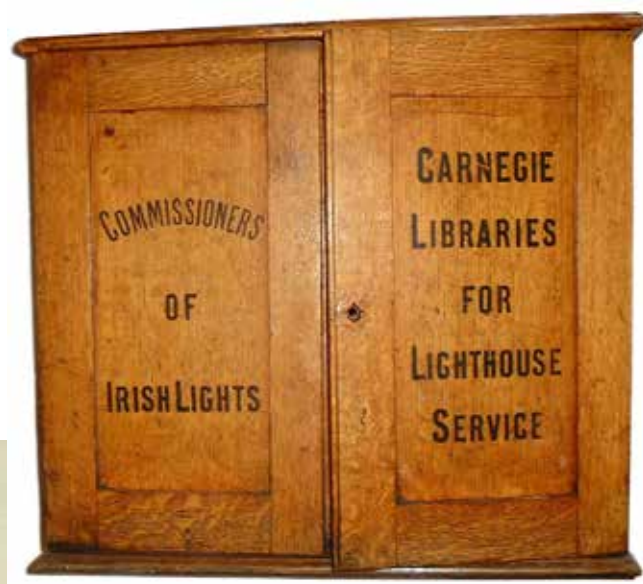
Carnegie's interest in libraries extended to providing books in wooden cabinets for lighthouse staff. One of these boxes is held at the Baily Light private museum in the former training school for lighthouse keepers, near the lighthouse on Howth Head, Dublin.

A Carnegie Library Box for Lighthouse Service at the Baily Light Museum in Howth, Dublin.

Photo: Clement McGann

below: The Baily Light, Dublin Bay

Photo: Commons



## knot so hard

A series by Frank Charles Brown

### No. 39 HFP Slippery 8 Loop

This knot is featured on [www.notableknotsindex.com](http://www.notableknotsindex.com) and is attributed to D Poston. It is reported to be quite stable.



**1**  
Make a Figure Eight knot with ample length of the Working End.



**2**  
Pass the Working end through the knot.



**3**  
Adjust the size of the loop so generated, then draw down on the two sides of the Figure Eight Knot. Further adjustment can be achieved by drawing straight the line between the Working end and the Standing Part outside the knot, followed by drawing down again.



# from the galley

Shall we do lunch?

Lunch is a strange meal. From my personal point of view it is an unpredictable and neglected meal more often eaten alone than in company and loosely tethered to a point in time that moves, as with the tide, between the waning of the morning and the waxing of the afternoon. Sometimes it gets sacrificed, perhaps to a late breakfast or in anticipation of a tremendous feast later in the day. Or it can be simply overlooked and forgotten in the rush of a busy day.

It wasn't always that way. Lunchtime in our family was the time for the main meal of the day, although we called it dinner. My father cycled home from work for his hot dinner, while we children benefitted from the hot school dinners provided in British schools until the early 1980s. At weekends the routine of the whole family sitting down to dinner in the middle of the day was strictly imposed; no sports activities, television or other distractions were allowed. There was no way Mum was going to cook twice in the day, so when school dinners were finally eliminated and I was forced to pack sandwiches for lunch (the first appearance of the word in our house), my 'tea' was cooked with Mum and Dad's lunchtime meal and warmed up for me in the evening.

Lunchtime at the Maritime Museum is changeover time for the front desk shifts and, while the scale of activity at the Maritime Museum has grown hugely over the last few years, very few volunteers take their lunch in the Museum. Those that regularly spend all day here have their favourite haunts around the town centre or waterfront, while there are other volunteers who lunch before arriving or who meet friends or family for lunch after completing their shift. That is not to say that the sandwich toaster and the microwave in the galley lie idle. Who cannot remember the smell that lingered for many days after a pie was accidentally left in the microwave for thirty minutes instead of three?

But what to have for lunch? Leftovers are a common option for those who lunch in the galley, while home-made cut sandwiches inevitably feature strongly. I have seen tuna eaten from the can with slices of buttered bread, and bags of hot chips picked up on the walk to the Museum from the bus stop.

Looking out of the window today on a cold, wet Hobart, whose eastern shore lies as a dark grey strip dividing grey river from grey sky, the one only slightly wetter than the other, I wish I'd brought soup.



## Chicken Soup and Sandwich

There are as many recipes for chicken soup as there are cooks to prepare it, but this one, using a leftover roast bird, appeared in the *Examiner* on 5 June 1934:

'Cut as much meat as you can from the remains of the chicken, and arrange the pieces on a dish to serve cold.

Put the carcass in a pan with water to cover, add an onion, carrot, stick of celery, salt and pepper, and boil gently for one and a half to two hours.

Remove the carcass and strain the stock. Return stock to clean pan.

Pick the bone clean of meat, cut meat in tiny pieces, and return about two tablespoonsful of them to the stock.

Chop carrot into dice and add; bring to the boll again.

Mix a tablespoonful of flour to a smooth paste with quarter of a pint of milk. When soup is boiling, add this, stir until boiling again, and simmer for five minutes more.

Serve with a sprinkling of chopped parsley on each portion.'

Or, tip soup into a wide thermos flask and take to work for lunch on a cold day.

The leftover meat from the bird could, of course, be used in a sandwich with homemade mayonnaise, pea shoots, slices of cucumber and a drizzle of lemon. But that would suit a warmer day than today.



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Carnegie Building ca 1908; top right: Reading room Carnegie Building, Hobart ca 1907 (now the First Gallery, fronting Argyle Street, in the Maritime Museum); Inset: Andrew Carnegie. See the informative article on pages 12-14 for the early history of the building. Photos: Tasmanian Archives and Heritage Office



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Photos: MMT Collection