

Maritime Times *of Tasmania*

Our maritime history & present day news.

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Whale fluke

Photo: Creative Commons

*Whaling history, whaleboats, whale watching,
and Tasmania's whale fossils*



Maritime Museum of Tasmania

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The Committee also includes representatives from external organisations:

Alderman Eva Ruzicka (Hobart City Council),
Scott Carlin (TMAG), and Kevin Moore (TasPorts)

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



MARITIME TIMES OF TASMANIA WELCOMES ORIGINAL ARTICLES FOR PUBLICATION

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

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

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

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

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

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

Deadline for the next edition is 15 Nov 2016.



from the president's log

Our Museum is certainly growing and expanding. In the last few months it has been a hive of activity with the opening of the Carnegie Gallery on 29 June, a long-anticipated and special day. Our very first function in the Carnegie Gallery was attended by volunteers, staff, committee, along with Museum members and supporters. We would not have reached this milestone without the dedicated efforts of Colin Denny as chair of the Carnegie subcommittee, supported by Rona and the committee members. Thank you all. We look forward to future development of the Gallery, where upgrades, including a new paint out, will commence in November. We gratefully acknowledge the grant from The Tasmanian Community Fund which enabled this upgrade.

At the function we farewelled Jack Lowe as a volunteer, although I am delighted he is remaining as a member. Jack commenced volunteering in 2002 and has been a Monday regular on the front desk ever since. I had great pleasure in presenting Jack with his badge for 10 years of dedicated voluntary service. Thank you to all the volunteers who make the Museum operate so smoothly. Without your ongoing help the Museum could not function and be so successful.

We also said goodbye to Liz Adkins who has been the Museum's Maritime Heritage Coordinator. Liz has contributed greatly to many museum activities including a wonderful children's holiday program and countless displays and exhibitions. My favourite is the surfing exhibition that, due to its popularity, has been hosted at venues around Tasmania. Well done, Liz! We wish you and your family every future success.

John Wadsley has been appointed as Maritime Heritage Coordinator having previously acted in this role, and we look forward to his enthusiasm and drive in extending the Museum's influence across the Tasmanian maritime community. John organised a most successful MAHOOT conference in May, with representatives from maritime organisations across the state attending.

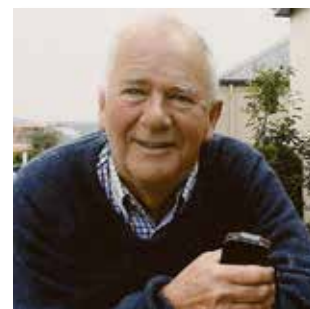
The Museum receives many donations and display items from the public. We thank the Risby family of Charles Arthur Risby, his wife Joan, and son Robert for their most generous donation of the Haughton Forrest Collection, currently displayed as part of our Carnegie Gallery opening exhibition. We also thank Arts Tasmania for their conservation grant, and Mar Gomez who undertook the conservation work. Acknowledgement and thanks also to Cobus van Breda of TMAG who, with Kelly Eijdenberg, provided assistance for the Lamprell Collection that is included in the opening exhibition.

The Hobart City Council (HCC) have been long-term supporters of the Maritime Museum, and this support continues today. Alderman Eva Ruzicka is a member of the Museum's management committee, and we thank her for her persistence in ensuring the Gallery access by working with us to install and commission the new lift. The HCC own the Museum building; we are fortunate to have such supportive landlords and gratefully acknowledge their contribution to the Museum's success. In July we signed a new ten-year lease with the HCC. In May I represented the Maritime Museum at a HCC function celebrating 150 years since the Hobart Town Hall was established.

Josh Bradshaw from the Macquarie Point Development Corporation visited the Museum to discuss with me what role the Museum may have in the redevelopment of the site. Over the next ten years, if the site redevelopment incorporates

maritime themes, I am positive that there will be a number of exciting initiatives for the Museum to consider.

Your management committee has been busy reviewing administrative and operating procedures as well as developing policies for the future. Chris Tassell has produced an updated exhibition policy to guide an expansion of temporary exhibitions and to update our permanent display guidelines. We have purchased a new cash register to make the front desk volunteers' work a little easier. This touch screen equipment will simplify shop inventory control and scanning of shop sales. Overall the result should be faster, more accurate reporting of the Museum's various trading activities.



Sometime in the next few months we will need to migrate to the NBN. Our Operations Manager, Mark Hosking, has been investigating the options. Believe me, it is not a simple task with various phone lines for security, electronic banking, internet, phones, etc. The Carnegie Gallery responsibility has also required a complete review of our alarms systems, and our insurance. So, behind the scenes, lots of work is going on to keep the Museum operating smoothly and efficiently.

Most months, over 80% of our visitors are from interstate or overseas, so we are considering developing an app based on a maritime waterfront discovery trail that will start and end at the Museum. It's early days, but UTAS have expressed interest in working with us on the project.

All of the activity and continuing complexity has also highlighted to the committee a need to review and modernise the Museum's constitution. Its intent is absolutely valid, but in its current form it is restricting our ability to operate and grow an incorporated volunteer organisation in a strategic and contemporary manner.

Bob Frost, Michael Stoddart and Bill Bleathman have conducted, over the last twelve months, a strategic review that has clearly identified what we must do to grow and prosper. The main priority is that 'with all speed we need to create additional "capacity" close to the front line.'

For this reason, I will be looking for your support to amend the constitution at the November AGM, to add three additional members to the management committee, and to change the term of appointment to enable a continuity of service with a fixed term for each committee member.

An amendment and detailed explanation will be circulated prior to the AGM.

in this issue

- **Port Davey: a whalers' resort**
- **Whaling station at Trywork Point**
- **Tasmania's whale fossils**
- **Whale Charts / Whaleboats / Watching for Whales**
- **Book review, news, and regular features**

from the brig

It is exciting to see visitors enjoying our first exhibition in the Carnegie Gallery. The current exhibition, opened by Museum President Kim Newstead on 29 June, shows off a recent bequest to the Museum of a number of paintings by colonial artist Haughton Forrest, originally commissioned by the Risby family of Hobart. The works range from portraits of individual vessels to views of Trial Harbour, on Tasmania's west coast, and Eaglehawk Neck in the south-east.

The Haughton Forrest Collection is sharing the Carnegie Gallery space with a selection of maps and charts from the Lamprell Collection, bequeathed jointly to the Tasmanian Museum and Art Gallery and the Maritime Museum of Tasmania by Dr Bernard Lamprell in 1998. The complete collection consists of 71 exceptional early maps of European exploration around Australia, Tasmania and Antarctica from the 1600s to the 1830s. The collection had previously been displayed in the Gallery during the 400th Anniversary of Willem Janzoon's 1606 encounter with the coast of Cape York aboard *Duyfken*. In the current exhibition there are 25 wonderful maps showing the cartographer's art, particularly showing the emergence of Tasmania to European eyes. With further anniversaries regarding early Dutch exploration of Australia imminent these maps are an important contribution to our knowledge of this period.

This exhibition closes towards the end of October, allowing time for redecoration of the space before the installation of the next exhibition 'War at Sea – the Royal Australian Navy in World War 1', an exhibition that comes to us from The Australian National Maritime Museum.

The Carnegie Gallery offers a wonderful opportunity for the Museum to mount a programme of exhibitions that can be changed on a regular basis as resources allow. For this to happen the MMT Committee needs to have ideas about what exhibitions we should put on and this is where you, our members, come in. You probably know that only about 10% of our visitors are locals – 90% are interstate and overseas. If we want to attract local people to visit we'd need to offer really interesting exhibitions of maritime things they'd be unlikely to see anywhere else. The Committee would love to know what sort of exhibitions you think would attract a



Viewing the Lamprell Collection

Photo: John Wadsley

local audience. At a personal level, what exhibitions would you most like to show off to your family, friends, and guests? If you had your druthers, what subjects should the Committee be thinking about? The Carnegie Gallery offers enormous opportunities for MMT to raise its profile in the city, and the Committee is very keen use the space to the best effect.

Your suggestions can be as long or as short as you wish. A single line with a subject would be fine, but better would be your reasons for making your suggestion/s. The Committee will be planning for well over a year ahead, so you may think of any significant maritime-related anniversaries coming up which could form the basis of an exhibition.

Please help us by sending your suggestions and ideas about how this space can be used, either by email to

office@maritimetas.org
or by post addressed to
Beth Dayton,
Secretary, Maritime Museum of Tasmania,
GPO Box 1118, Hobart, 7001, Tasmania.

new members

We welcome new members:

Chris Tassell	David Cooke
Emerson Easley	David Elliott

donations

The Museum gratefully acknowledges donations from the following members:

Frank Ingram	John Savage
Athol Eiszele	John Shegog
Mr & Mrs S Dunn	Bob Frost
Bill Foster	David Dilger
N & P Holdsworth	Mrs B Arnold
A Stanfield	Peter Holt
Denis Macqueen	L Sward
Ian Matthews	

Membership Fees

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

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

Once only, or 4 years
Quarterdeck membership.



Bramble Cove at Port Davey
was a favoured anchorage
for whalers

Photo: Geoff Fenton



PORT DAVEY: A WHALERS' RESORT

Hobart Town was one of the great whaling ports of the southern hemisphere, a little New Bedford. Besides servicing foreign ships, a sizable fleet was based here. Local ships cruised waters stretching from the Coral Sea to Macquarie Island, and from New Zealand to Western Australia. Despite cruising such a wide area, whalers spent a lot of time in Tasmanian waters. In bad weather, they would shelter in Recherche Bay or Port Davey, which were closer to the whaling grounds than Hobart.

In the early years, British and American ships cruised the southern whaling grounds but, from the 1840s, Tasmanian vessels dominated whaling around Tasmania and had a strong influence further afield. Colonial whalers made extensive use of Port Davey which, besides affording supplies of wood and water and being a meeting place, was sufficiently isolated to discourage would-be deserters, as expressed by Hugh Munro Hull in 1859:

Nearly all the whalers resort to Port Davey, which they find a safe and commodious harbour for vessels of any size, and it possesses to them the additional recommendation that the neighbourhood being unoccupied by settlers, the men have no inducement to desert from their vessels.¹

Despite the isolation, some crewmen were desperate enough to make an attempt to desert; the low pay offered little recompense for the hard life aboard ship. On 28 June 1857, four men bolted from *Briton's Queen*. Having supplied themselves with provisions, they lowered a boat while the ship was going into Bramble Cove, and they evidently intended to walk to Recherche Bay. A boat was borrowed from the brig *Julia* the next day to search for the missing boat and the absconders. The boat was duly recovered, but the men were nowhere to be seen.² Only one man reached the destination—in a starved condition. In April 1858, prospector Charles Glover found the body of another man at Deadmans Bay; the man was later assumed to have been one of the four. Conditions on *Briton's Queen* must have been harsh, as four more deserted later in the same voyage, forcing it to return to port for lack of crew.³

It wasn't just unruly crew that caused trouble to whaling ship owners and captains; the weather could also play havoc. Port Davey is the only all-weather anchorage on the south-western coast of Tasmania—but it is not always convenient to go there. Other bays were used, but they do not afford the same protection—as the crew of the brigantine *Abeona*, Captain Thomas McGrath, found on 22 June 1848. After unsuccessfully cruising about, they eventually caught a whale which would yield an estimated ten tuns (10 000 litres) of oil. They put into New Harbour on the South Coast to try out, and dropped three anchors, of which two parted, and the other dragged after the wind changed. The vessel went onto a lee shore, where it broke up rapidly. All hands survived, but a pet cat perished; the crew managed to recover about four tuns of oil and some gear. They returned to Hobart in the whaleboats while the oil, and the gear, was later recovered by the schooner *Adelaide*.⁴

While shipwreck was a danger common to all mariners, whalers faced additional risks. Men in whaleboats could lose sight of the ship; if this happened far offshore it was little short of a death sentence, but if close to shore there was hope.

On 25 August 1857 the crew of the brig *Maid of Erin*, Captain Clarke, lowered three boats at daylight, and chased whales all day. At 3pm they found themselves in fog and out of sight of the ship. Unable to locate the ship that night or the next day, and being out of provisions, crews in the three whaleboats made for Port Davey. They reached their destination three days later in a weak and exhausted state, having had nothing to eat but the odd porpoise. Here Captain Dart supplied them with provisions from his ship, *Julia*. Dart took Clarke, who was in command of one of the boats, aboard and set off to look for the missing ship. *Maid of Erin*, still under command of the ship-keeper and a skeleton crew, came into Port Davey on 31 August and was reunited with its crew. Clarke stayed aboard *Julia* a while longer, no doubt enjoying the company of Dart. He rejoined the ship on 3 September, and found all well. As was the custom, he ended his matter-of-fact letter to the vessel's owner by reporting other vessels' catches: 'The Highlander has one whale.'⁵

(continued on page 6)

Port Davey: a whalers' resort (cont.)

Crew as well as ships could become the victims of accident, and a small cemetery developed behind a beach at Bramble Cove which, by 1859, contained 'several graves, rudely fenced around, and the surviving shipmates have carved on boards placed at the head of the graves the names ... of those who lie beneath'.⁶ By 1895 only two graves were still visible; the scene moved the Reverend John Bufton to publish a twelve-stanza poem 'Two graves at Port Davey' in the *Tasmanian Mail*.⁷

Of these, Patrick Bourke's grave is the better known and documented. The 21-year-old died aboard the barque *Planter* while off Macquarie Harbour on 5 February 1872. He was aloft, and had just started to come down, when he fell head-first. He struck the first floor (platform) of the foremast, passed through the lubbers' hole (an access hole in the platform), landed heavily on the deck, and completely smashed his skull; he was killed instantly. Captain Reynolds at first decided to bury him at sea but, after protests from the officers, agreed to bury him on land.⁸ The grave was occasionally cared for by Bourke's shipmate, John Taylor, and Taylor's nephew, S Browne. His head-board, painted white with black lettering, was removed in 1936 and presented to 81-year-old Robert Cracknell, who had signed on to *Planter* on the voyage after Bourke's death. Browne and others denounced the removal as vandalism.⁹ Today only one grave is still marked, and is regarded as being that of Bourke.

By chasing whales in small boats, men exposed themselves to numerous dangers, as illustrated by the near tragedy when *Maid of Erin's* crew lost sight of their ship. Although whalers were always willing to help each other in times of distress, competition between ships was fierce. One evening, after *Planter*, this time under the command of Captain Anderson, and other ships had been lying in Bramble Cove for several days, the weather improved. Anderson decided to put to sea and, as he did not want to be followed by the other whalers, had the pawls of the windlass muffled while weighing anchor. After this successful operation, the crew lowered three boats and towed *Planter* out to sea until it came into a fair wind somewhere near Breaksea Island at dawn. A whale was sighted about midday and caught. Then a strong north-westerly came up, which prevented cutting-in and forced a return to Bramble Cove with the whale in tow. The whale yielded twelve tuns of oil and the other ships' crews could only look on and voice their feelings. What was said has not been recorded, but was doubtless not fit for publication in a magazine such as this!¹⁰

Whaling operations declined in the late-nineteenth century. After the halcyon days of the 1840s and 1850s, Port Davey continued to be used by traditional pelagic whalers until the industry's demise in the 1890s. Even in the twilight years, the life aboard whaling ships was hard.

On 15 August 1891, the barque *Waterwitch*, Captain McGrath, put to sea on a whaling cruise. Later while the vessel was in Spring River (Bathurst Channel or Bramble Cove), a foremast hand named William Price asked to be put ashore, in order to leave the ship. The request was denied, as he had become indebted to the ship's slop chest. On 27 October the ship was '12 miles off the Saddle, Port Davey,

and standing to the south. Price complained of a cramp in his leg and said he was unable to stand. Also ill that day was William Atkinson who had been in his bunk for two days with an abscess on his jaw. At 11.15am the first mate was heard to say 'put that knife down'. Captain McGrath rushed up on deck and saw the first mate holding Price. Atkinson was lying on the forecastle floor with a stab wound near his heart; Price had stabbed him with a blubber knife. Price was put in irons and Atkinson brought on deck, where he told the captain what had happened. Price was put in the lazarette, but was allowed out next day for exercise. In this brief moment of liberty he struck seaman Henry Druce on the head with a hammer, whereupon he was immediately seized and put back in custody.

As soon as weather permitted *Waterwitch* made for Recherche, where Price was taken ashore on 31 October by Constable Driscoll. Next day Driscoll and two other police officers brought Price back onboard and the ship proceeded to Southport. It was intended to convey Atkinson to Hobart, but he died that morning; the post-mortem revealed that the knife had penetrated over two centimetres into the left lung, and gangrene had set in. He was buried on Pelican Island in Southport.

At the conclusion of the inquest into Atkinson's death, held at Southport on the same day, Price was charged with murder. The following day he was charged with murderous assault on Druce. On 15 December Price was placed at the bar, from where he 'smiled all round the court', and pleaded guilty to murder. At the suggestion of Price's defence counsel, Mr Cansdell, a jury was empanelled to determine the prisoner's sanity. At the conclusion of evidence, the judge instructed the jury to return a verdict of insanity, and 'remanded the prisoner to be detained during Her Majesty's pleasure'.¹¹

These and many other stories tell of the colourful, if hard, life of the men who made use of 'the whalers' resort'.

Endnotes

- ¹ Hull, HM, *The Experience of Forty Years in Tasmania*, 1859, p. 31
- ² *Hobart Town Mercury* 22 July 1857, p. 2; Log of *Julia*, TAHO: NS29/1/10 28 to 29 June 1857
- ³ Glover to Sprent 17 October 1885 in Smith, R, 'Deadman's Bay', *Tasmanian Tramp*, no. 15 1961, p. 26; *Hobart Town Mercury* 3 August 1858, p. 3
- ⁴ *Colonial Times* 30 June 1848, p. 3; Broxam, G & Nash, M, *Tasmanian Shipwrecks: Vol1 1797-1899*, Navarine Publishing, Woden ACT, 1998, p. 61-62
- ⁵ *Courier* 11 September 1857, p. 2
- ⁶ *Hobart Town Advertiser* 1 February 1859, [p. 2]
- ⁷ *Tasmanian Mail* 2 November 1895, p. 5
- ⁸ *Mercury* 2 November 1935, p. 5; *Mercury* 9 September 1936, p. 9
- ⁹ *Mercury* 2 November 1935, p. 5; *Mercury* 1 September 1936, p. 3; *Mercury* 4 September 1936, p. 10; *Mercury* 9 September 1936, p. 9
- ¹⁰ *Mercury* 2 November 1935, p. 5
- ¹¹ *Mercury* 3 November 1891, p. 3; *Mercury* 5 November 1891, p. 3; *Mercury* 6 November 1891, p. 2; *Mercury* 16 December 1891, p. 3

The above article is a condensed chapter from a new book, soon to be published by Forty South: *A history of Port Davey, South West Tasmania*, Volume 1: *Fleeting Hopes*, by Tony Fenton.



' ... the sandy beach between Trywork Point and Droughty Point acquired the name of Chinamans Bay in the 1850s ...'

Chinamans Bay with Droughty Point in the distance
Photo: Geoff Fenton

TASMANIA'S FIRST KNOWN BAY WHALING STATION

TRYWORK POINT

The Cruising Yacht Club of Tasmania's cruising guide, *Cruising Southern Tasmania* (4th edition), shows an anchorage off the sandy beach between Trywork Point and Droughty Point. 'The holding is good,' the guide says, 'in firm sand and some weed.' It's a tempting place to drop anchor in north-west to north-easterly winds and an ideal destination for Hobart-based boats wanting just a short day cruise.

Despite the fact that Hobart is only about nine kilometres away and the suburbs of the Eastern Shore just around the corner, there is a feeling of isolation here – and perhaps a hint of ghosts from the past.

Mumirimina people roamed this district prior to European settlement. Middens attest to their camps in the trummerner pinene¹ or Droughty Point area which, according to an early report, had a plentiful supply of food – oysters, emu, quail, pigeon, parrots, duck and snipe.

Europeans had started arriving by 1793 when John Hayes named this prominent peninsula, Point Eliza.² Nicolas Baudin, with the ships *Naturaliste* and *Geographe*, named the same area Point Laignel in 1802.³ For many years, local residents knew it as Hutt Point and maps drawn by surveyors Frankland (1837) and Sprent (1849) show the name Tryway Point, perhaps in reference to the third rocky outcrop between the two points.⁴ Today, the westernmost point is known as Trywork Point⁵ while the eastern extremity is named Droughty – locally pronounced Droothy in the Scottish manner.⁶

Colonel David Collins had a brief glimpse of Droughty Point in February 1804, when contrary winds blew his ship, the 3-masted brig *Ocean*, into Frederick Henry Bay. At that time the River Derwent supported large numbers of whales, many of which were southern right whales, so named because they were the right whales to catch. Collins, Van Diemens

Land's first Lieutenant Governor, could see the potential for a very profitable whaling industry in the colony as whale oil had become, at that time, the new fuel for lighting purposes.

Hobart's first Harbour Master, William Collins, had noted that whales were more prevalent in the Derwent from July to September and was encouraged by Governor Collins to set up a shore whaling station. Tasmania's first known whaling station at Trywork Point was already in operation by September 1805 when Reverend Robert Knopwood remarked in his diary that he had seen upwards of 60 whales near Sullivans Cove and it could be dangerous to cross the river by boat. 'At 9, I went across the river to see the tryworks. They had great quantities of oil casks.'⁷ By 4 December he noted that the ship *Sydney* had gone across the river to the tryworks to take on oil and in June of the following year he wrote that 'at eight this morning Mr Collins' men with 2 boats had the whale in tow down the river to the tryworks.'⁸

However, the venture was short-lived and by 1818 numbers of whales had decreased to such an extent that operations ceased. Colonel William Sorell, Governor from 1817-1824, noted that 'Mr Collins made some attempt at a Fishery Establishment on a point of Land ... called Tryworks Point, but no buildings were erected there and no vestige now remains there.'⁹ Whales had completely disappeared from the Derwent by 1856. Collins had also noted, in 1804, that trees in the area were 'very large and good'¹⁰ but these, too, had soon all but disappeared, cut down to provide fuel for the tryworks. Even today, only a vestige remains with the Droughty Peninsula's vast expanses of dry grassland supporting only a few pockets of she-oaks here and there.

From archaeological work in the 1990s it was thought that any habitation at the site would have been upwind of the tryworks. However, the area had, by then, been ploughed

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Tasmania's first known bay whaling station (cont.)

right down to the shoreline and any remaining artefacts were widely dispersed. A scatter of burnt, hand-made bricks, located immediately north of the western end of the sandy beach, most probably marked the location of the tryworks. A cobbled area had also been previously reported above the eastern end of the beach. Trypots were still in situ between 1936 and 1947 but are now believed to be in the Tasmanian Museum and Art Gallery.

Governor Sorell had also noted 'Two Grants of small farms have been made on the spot to persons of the name of Garth.'¹¹ Edward Garth had been tried at the Old Bailey on 8 December 1784 and sentenced to death for stealing a cow. After a reprieve he was transported with the First Fleet on board *Scarborough* but, after three weeks in Sydney, he was again transported to Norfolk Island on board *Supply*. It was here that he married Susannah Gough, also a convict. Edward did well. By 1796 he had been granted 12 acres of land on the island, with another 20 acres the following year. By 1805 he had become a successful landowner.

The Colonial Government had a scheme of resettling Norfolk Islanders. Edward Garth and his family of seven embarked on *Porpoise* bound for Van Diemens Land, arriving in December 1807. He and other members of his family were given grants of land. Apart from land at Sandy Bay, Edward was granted 60 acres at Clarence Plains. His sons Edward junior, James, William and John each received grants of between 30 and 80 acres. Several of these allocations were located at the southern end of Droughty Point.¹² In 1817 the Garth name appeared on the list of tenderers to provide 36 bushels of wheat to the Government. Life had certainly improved for Edward Garth and his family before his death in 1823. He left a widow, Susannah, and numerous descendents.

Joseph Simmons was also a convict, tried at the Bedford Assizes in March 1799 before being sentenced to life for stealing one brown pony.¹³ He was transported in February 1802 on board *Coromandel*, sailing direct from Spithead, and arriving at Port Jackson four months later. It was here that he met Catherine Burn, another convict. Their first son, also named Joseph, was born before they were again transported—this time to Norfolk Island—arriving on board HMS *Buffalo* on 9 May 1803. Joseph then changed his name to Chipman before he and Catherine were officially married. Within two years he had been made a Constable and lived in a small thatched cottage on 25 acres of land.

The Chipmans, along with other settlers, were transported, yet again, this time to Van Diemens Land on board *City of Edinburgh*, arriving after a protracted 32-day voyage, in September, 1808. They were given land at Clarence Plains and by 1809 were growing wheat on their 75 acres which they called Clarendon Vale. The four-room brick house they built from clay quarried nearby is still inhabited, possibly the oldest such house in Tasmania. The family became quite prosperous, buying up other properties, including land at Droughty Point, when less successful settlers gave up.

When Joseph Chipman died in 1816, aged 42, his wife Catherine had six young children to care for, as well as several farms to run. She must have succeeded as by 1819,



Site plan from *Paradise Lost*

Basil Chipman (2004)



Clarendon House, the Chipman family home ca 1885

the family is recorded as owning 375 acres and 2400 sheep.¹⁴

Memories of life on the farm at Droughty Point were recorded by Basil Chipman in 2004. He was, he wrote, 'delivered in the south room [of the homestead] at Droughty Point' in 1930.¹⁵

The homestead, built just above the sandy beach, was adjacent to a creek, where a willow tree provided shade, and a dam provided water for sheep and cattle. As with many families at the time, theirs was a subsistence living, keeping ducks and chooks as well as growing all their own fruit and vegetables. When the larder was bare, they went fishing. Rock cod, trumpeter, flounder, barracouta, mullet, garfish, leatherjacket and skate were plentiful at a 'secret' location—a reef just off the point. Crayfish were also plentiful. Basil Chipman also noted that seals would sunbake on the rocks at Trywork Point.

A trypot from the whaling station was still on site prior to 1947 and was used to store water for the steam traction engines used on the property.

While not officially named, the sandy beach between Trywork and Droughty Points acquired the name 'Chinamans Bay' in the 1850s. The 650 ton *Lady Montagu* had sailed from Canton bound for Lima with 400 Chinese labourers on board. However, a fever epidemic struck soon after sailing and by the time the ship was off Tasmania, 200 were already dead. Seeking help from Hobart, the captain anchored off Droughty Point, but despite the ship being quarantined, several bodies were dumped overboard. It is said that, as a result, fish caught in the area could not be sold, or even given away.¹⁶

Droughty Point lies in a rain shadow with only three natural springs which yield a somewhat meagre flow. Any crops had to be dependent on a low seasonal rainfall. Over the years the farm supported a number of cattle and sheep, and grew wheat, maize, oats and barley as well as vegetables such as potatoes, onions, tomatoes, pumpkin and beetroot. There were also plenty of introduced rabbits.¹⁷

In 1944 the farm was reputed to be the largest wheat producer in Tasmania with an annual turnover of 3000 bushels. When the property was sold in 1947, the land at Droughty Point had been farmed by the Chipman family for over 100 years.¹⁸

While the suburbs of the eastern shore have crept relentlessly south, the anchorage off the point, so far, remains inviolate, still remaining private property.

A proposal for a reserve and walking trail at Droughty Point was outlined in an article in the *Mercury* on 6 May 2003. The Kuynah Bushcare Group indicated that they hoped to install interpretation signs which would highlight the original Aboriginal custodians of the land, the whaling station and the former Chipman family farm. However, to date, this idea seems to have fallen by the wayside.

So, next time you anchor off the beach between Trywork and Droughty Points, listen to the wind sighing in the sheoaks. What other stories could they tell of this area, which Basil Chipman referred to as his Paradise Lost?



Flagpole and possible house ruins on an unnamed point between Trywork and Droughty Points. Photo: Geoff Fenton

Endnotes

- ¹ http://www.qvmag.tas.gov.au/upfiles/qvmag/cont/publications/occasional_papers/tas_aborig_place_names.pdf
- ² www.placenames.tas.gov.au/#p1
- ³ Ibid.
- ⁴ Ibid.
- ⁵ Nomenclature Board, 1/7/1955
- ⁶ Nomenclature Board, 5/8/1955
- ⁷ Parry Kostoglou, *Shore-based Whaling in Tasmania*, Archaeological Research Project Vol II, 1995
- ⁸ Kathryn Evans, *Shore-based Whaling in Tasmania*, Historical Research Project Vol 2, Site History, 1993
- ⁹ Parry Kostoglou, *Shore-based Whaling in Tasmania*, Archaeological Research Project Vol II, 1995
- ¹⁰ Alison Alexander, *The Eastern Shore: a history of Clarence*, Clarence City Council 2003
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- ¹³ Kate Carlisle, *Island to Island: Hobart Town First Settlers Association*, 2007
- ¹⁴ Alison Alexander, *The Eastern Shore: a history of Clarence*, Clarence City Council 2003
- ¹⁵ Basil Chipman, *Paradise Lost: Selected memories of Basil Chipman* compiled and edited by Kate Chipman
- ¹⁶ David Leaman, *Walk Into History in Southern Tasmania*, Leaman Geophysics, 1999
- ¹⁷ *Mercury*, 31 March 1873
- ¹⁸ *Bellerive Historical Society Newsletter* No 98, 1 November 2000

This article was first published in *Albatross*, the magazine of the Cruising Yacht Club of Tasmania, in August 2016.



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THE WHALE CHARTS

with particular reference to Tasmanian seas

The Maritime Museum's Lunchtime Talk on 2 August 'The British Southern Whale Fishery and its connections with Tasmania' was presented by Dale Chatwin, a former librarian with a keen interest in whaling history. He has also been involved in the compilation of a whaling website at www.bswf.hull.ac.uk For those readers who missed Dale's talk for the Museum, this informative article will provide details of one aspect of his research.

At the end of my recent paper on the British Southern Whale Fishery and its relationship to early whaling around Tasmania in August I concluded with some remarks about the impact of whaling on the right whale population around Tasmania prior to 1828. I remarked that the process of compiling the database now enabled us to know 'where they went' and that it seemed likely that at least 820 southern right whales had been taken by British whaleships and bay whalers in Tasmanian seas prior to 1828.

I followed this with some comments on the fate of the right whale around Tasmania in the years which followed. To illustrate my point I utilised two sets of data as depicted in a series of 'whale charts'. The first was a whale chart series published by the United States Navy in 1851 under

the supervision of Lieutenant Matthew Fontaine Maury. The second series of charts was published in *Zoologica* in 1935, by Charles Haskins Townsend. Both series of whale charts draw on the logs of whaling ships for their data.

Maury's Whale Charts c. 1851 to 1853

Maury's charts are part of a larger series of marine charts compiled by the US Navy in the late 1840s and 1850s called the Wind and Current Chart Series. There were six series covering vessel tracks; trade winds; pilot charts; thermal charts; storm and rain charts; and whale charts.

Why were whale charts included in the output? Because Maury needed information from vessels which sailed

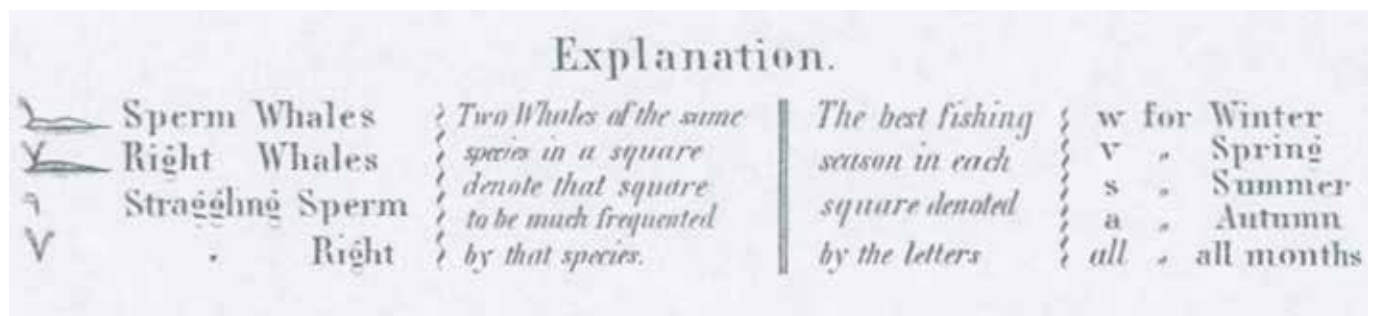
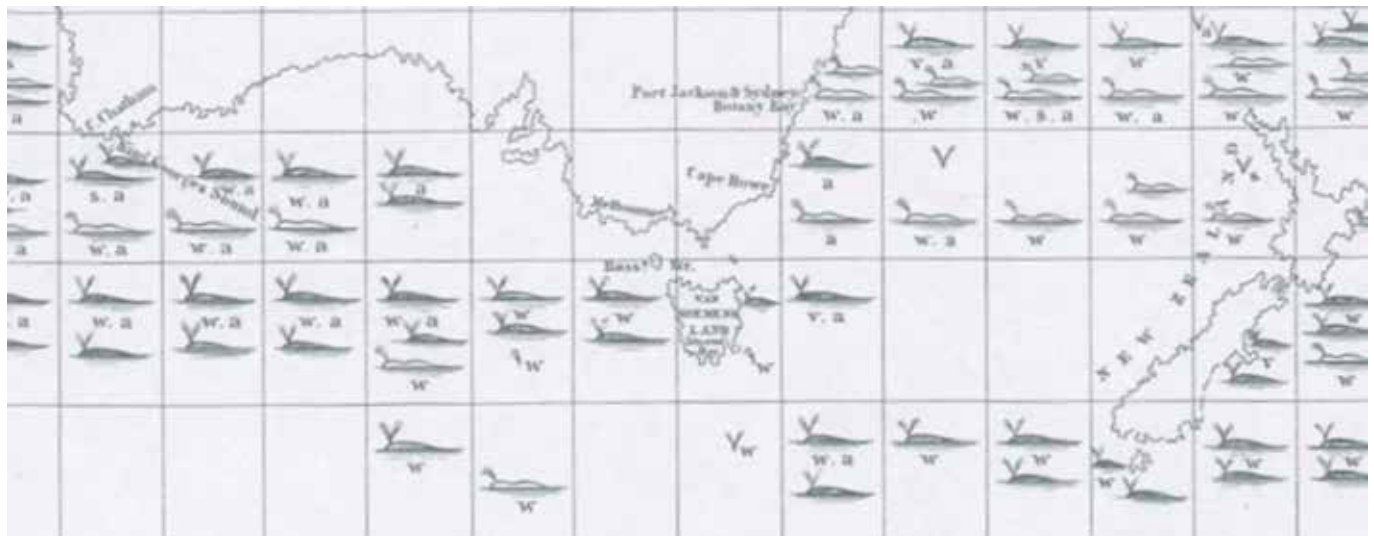


Figure 1 (top): 'Detail for southern Australia and New Zealand' from Whale Chart (Preliminary Sketch) 1851

Figure 2 (below): 'Explanation' from Whale Chart (Preliminary Sketch) 1851

Figure 1 shows the waters across the bottom of Australia and depicts a compilation of information from American whaling ship logs from around the early 1800s to the late 1840s. Figure 2 provides an Explanation for decoding the information in Figure 1. It shows right whale catches depicted by a whale with two blows (right whales have two blow holes whereas sperm whales have one) and also provides an indication of concentration.

A word of warning about the best fishing season information on the right: these are northern hemisphere seasons so need to be reversed!

the furthest and longest and which often returned to the same places. In eliciting the whaling fleets cooperation and contribution Maury established an exchange of information—scientific for commercial. Whaling masters were rewarded with copies of the whaling charts and any other charts of the series they required and they were encouraged to keep contributing information back to the Navy.

Aspects of the first whale chart produced, Whale Chart (Preliminary Sketch) are illustrated in Figures 1 and 2. Figure 1 shows the waters across the bottom of Australia and depicts a compilation of information from American whaling ship logs from around the early 1800s to the late 1840s. Figure 2 provides an Explanation for decoding the information in Figure 1. It shows right whale catches depicted by a whale with two blows (right whales have two blow holes whereas sperm whales have one) and also provides an indication of concentration. The chart clearly demonstrates large concentrations of right whales to the west and south-east of Tasmania. To the east and north-east of Tasmania the stocks are less and note that the seasons when right whales are present are different as well. Already the impact of the thousands of right whale removals (particularly in the 1830s) along the east coast of Tasmania and Australia by the Colonial and British bay whalers can be seen.

Townsend's Whale Charts c. 1935

The process which led to the production of Townshend's charts is first described in an article in 1931 and was

expanded upon in 1935. Intriguingly, Townshend made no mention of the work undertaken by the US Navy some 80 years earlier though there is clearly some cross-over in the data used as Townshend had access to over 1600 logs primarily sourced from public collections. These public collections had benefited through collecting the logs whalers preserved in response to Maury's efforts to encourage logs to be kept, retained and indexed.

In Figure 3 we again see 'detail' for the waters across the bottom of Australia from American whaling ship logs—this time from 1785 to 1913. Townshend plotted his data using different colours on a monthly, rather than seasonal, basis and although the approach depicts movement effectively, the individual plotting of each capture makes decoding the data more difficult—particularly for the colour blind like me! But the results speak for themselves. There is nowhere near the concentration of right whales to the west and east of Tasmania as depicted in the Maury Charts. The whalers, through relentless pursuit of their prey, had nearly exterminated the right whale around Australia.

As a consequence of improved whaling techniques, right whales around Australia became a less sought resource and were the first declared protected stock in 1935. Following protection, stocks did commence recovering but illegal Soviet whaling in the waters to the south of Australia and New Zealand in the 1960s again almost exterminated what had been a recovering stock.

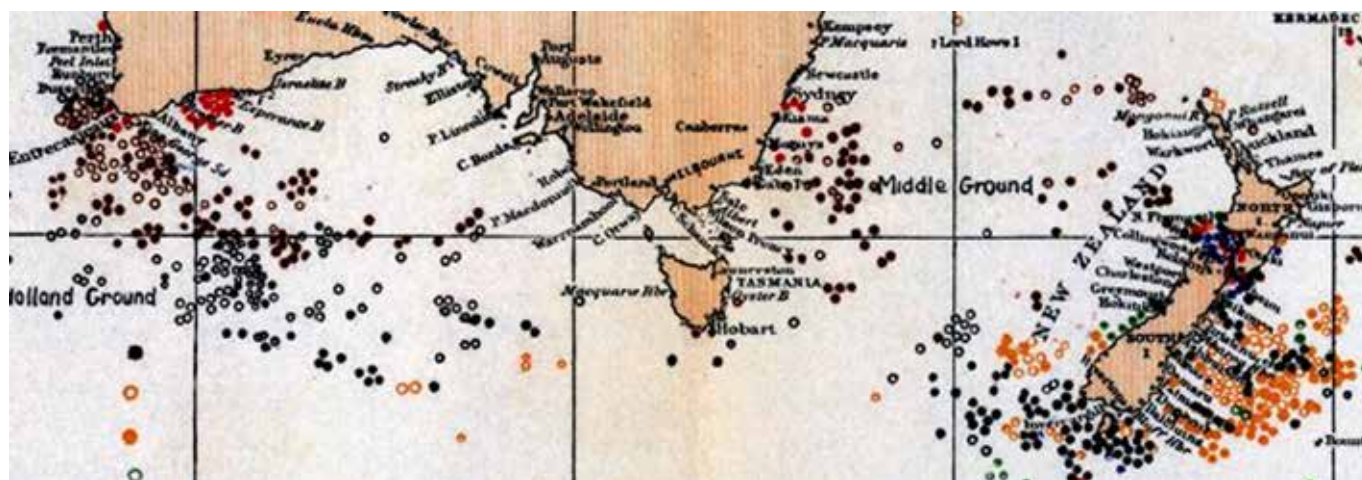


Figure 3: 'Detail for southern Australia and New Zealand' from Townsend Chart C Whale Chart 1935

Townshend's chart uses different colours on a monthly rather than seasonal basis. Data are from 1785 to 1913.

Note: reduced concentration of right whales around Tasmania compared to the Maury Chart (p 10).

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WHALEBOATS and whaleboat races

Whaleboats lined up for the start at the 1880 Regatta Photo: Narryna Heritage Museum

WHALEBOATS IN TASMANIA

In the mid-nineteenth century, whaleboats were extremely specialized craft. The original design was possibly Scandinavian and typically the boats were 27–31 feet (8.2–9.4m) in length, with the ratio of width to length about 1:5. From the 1820s British whaleboats included both clinker-built and carvel-built hulls. Carvel-built boats were thought to be quieter in use and were also far easier to repair than clinker boats.

Australian whaleboats were dominated by American designs. These were double-ended, with a good deal of sheer, or dip, from bow and stern towards the waist. Whaleboats were primarily rowing boats and, it was claimed, could be rowed by a good crew five miles in the first hour. Sails were occasionally used on Tasmanian whaleboats but there is no evidence of the use of either centreboards or rudders. They had thwarts for five to eight oarsmen, while the headsman stood at the stern handling a sweep steering oar 18–24 feet (5.5–7.3m) long. The sweep oar enabled the boat to be manoeuvred without headway.

The American influence was also shown in the varying lengths of the oars used. British boats had oars of uniform length, while American boats had oars of different lengths for different oarsmen. The differing lengths of oars was due to the pronounced curve of the boats gunwale, requiring longer oars at bow and stern than amidships.

Before the 1840s the 'typical' Australian whaleboat was clinker-built of cedar or Huon pine, about 30 feet (9.1m) long, and five-oared, but larger boats were often used when speed was more important than manoeuvrability. The lightness of the whaleboats' construction also allowed easy handling, and it is claimed that a whaleboat at full speed could be stopped within its own length by backing the oars.

Some whaleboat owners maintained an old tradition of decoration. A painting of the Hobart whaling ship *Aladdin* engaged in bay whaling in 1849 shows whaleboats with their bows painted white or red, and with painted white lines below black gunwales.

In Hobart, the popular and highly competitive whaleboat races were incorporated into the annual Regatta.

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WHALEBOAT ORDERS

The Risby family, boatbuilders of Hobart, supplied many whaleboats for whalers and for racing. It was not only locals who placed orders with them. Here a few extracts from a series of letters, held at the Eden Killer Whale Museum in NSW and now almost illegible, illustrate the keenness of their customers.

Eden, Twofold Bay
May 20 1858

Mr J. Risby
Hobart Town

Sir

We are very much pleased with the Seven oared Boat, which you have sent, and are glad that our confidence has not been misplaced. It is of less measurement than we had supposed it would be, but this we presume has been deemed advisable by you. We shall inform you of her pulling qualities at a future day, the present serves to inform you, that we have entered into a match for a considerable sum, to run the 5 oared Boat you are now delivering, against a cracked 5 oared Boat now in the Bay of your construction & which is 32 ft Gins overall. we hope that our confidence in the Boat you are now building, may also be fully established in the contest – we have made the match entirely from our view of the improvement in Boat building presented in the 7 oared Boat, and feel assured that you can with similar care, build a faster 5 oared Boat now, than that against which we have engaged to pull.

We remain
Yours
P S & H Solomons
David Bell

Text and image supplied by
Eden Killer Whale Museum, NSW



12 June 1858

Since our requests of yesterdays date we have felt the necessity of having another 7 oared Boat, provided you can meet our views and requirements, which are these:

viz. that the Boat shall be completed for the next but one return trip of this conveyance of the same mould or model as that recently furnished us but if it will add to the speed, please make the necessary addition in length of the 2 feet as before intimated, as we must confess that it took our boat and picked crew to beat Day's boat containing only an ordinary & indifferent lot of Boatmen & it is therefore of the greatest importance to us to be able to beat our opponents ...

28 June 1858

... It is quite possible the Boat you are now building will be tried for a sum of money on her arrival and we hope she may bear testing. We are not at all discouraged, but several say, our 5 will be beat easily tomorrow – we think otherwise, & have offered to double the amount to be pulled for.

WATCHING FOR WHALES

with Pennicott Wilderness Journeys

Photo: Creative Commons



Tourism icon Robert Pennicott and his team of passionate local guides have been sharing Tasmania with tourists and locals since 1999. Their award-winning wilderness cruises showcase the spectacular scenery, abundant wildlife and rugged coastline of the Tasman Peninsula and Bruny Island.

Spend three hours on the water cruising beneath giant Jurassic Dolerite sea cliffs, towering crags and into deep sea caves. Search for abundant wildlife including Australian and New Zealand fur seals, bottle nose and common dolphins, migrating whales such as the southern right, humpback and Orca, and seabirds including thousands of Shearwaters, diving Gannets, Terns, Little Penguins, Petrels, Cormorants, Sea Eagles and Albatross wheeling on the wind.

Whale sightings are most common during their annual migration between May to July and September to December.

This year Tasmania was listed fourth on the Australian Geographic's list of Top 10 whale-watching spots in Australia. 'Over our 17 years of operating tours, I have had some amazing close encounters with whales, including a mind blowing and rare encounter with a blue whale. Every day we come across remarkable wildlife on our cruises. Whale sightings are just an added bonus' says Robert Pennicott.

Their custom built yellow boats appropriately nicknamed 4WDs of the sea have covered open-air tiered seating allowing a great view, no matter where you are sitting, and up close encounters with the spectacular coastline and wildlife.

Pennicott Wilderness Journeys operates Bruny Island Cruises, Tasman Island Cruises, Bruny Island Traveller, Iron Pot Cruises and Tasmanian Seafood Seduction. Tours operate every day except Christmas Day.

Colour photos and information supplied by
Pennicott Wilderness Journeys

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An important discovery was made in 1919 when Professor TT (Theo) Flynn, from the University of Tasmania, was walking around Fossil Bluff near Wynyard. About ten metres overhead, he saw bones protruding from the sandstone cliffs and, after erecting a scaffold to investigate, he and his assistants extracted the fossilised skull and other bones of an extinct toothed whale, which he named *Prosqualodon davidis*. Casts were made and replicates sent to several institutions. This proved to be a fortunate decision because, during a university rearrangement in the 1960s, the original skull was lost. In this fascinating article, Isabella von Lichtan, curator at the Rock Library and Geological Museum at the University of Tasmania, gives us an insight into the techniques involved in producing a modern replicate of the original whale fossil.

Prosqualodon davidis

Moulding and casting the skull of a 23 million-year-old whale

TT Flynn, a Professor of Zoology at the University of Tasmania in the early part of the twentieth century, published a short article about his recent find of a fossilised whale of the squalodont group in *Nature* (Flynn, 1920).¹ He then formally described *Prosqualodon davidis* in the *Australian Museum Magazine* (Flynn, 1923).² The fossil was found in Miocene sediments at Fossil Bluff and was nearly complete, being one of the best-preserved squalodont whales known. Squalodonts are extinct whales which had serrated teeth similar to those of a shark. After description, the *Prosqualodon davidis* type-fossil was held in the Zoology Department collections at the university.

Fast forward to the mid-1960s and the specimen had degraded after exposure to the elements, caused pyrite oxidisation. Professor Pat Quilty, discovering the state of the fossil, eventually secured permission to bring it over to the Geology Department in an attempt to salvage it. Sadly most of the specimen, including the skull, had been lost by the Zoology Department, perhaps taken to the tip by mistake!³ The lower jaw still exists, but from Photo 1 you can see how it has been affected by pyrite oxidisation.

Not all was lost; in the 1920s good quality moulds had been taken of the skull, lower jaw and some other key parts of the specimen. The skull had been sent to the Australian Museum during one of Flynn's summer research stays, but was damaged in transit. Flynn struck a deal with the Australian Museum to fix the skull, and also to provide six casts of it; in return they could keep the mould. Casts from this mould were sent to various major institutions around the world, including the Natural History Museum in London. Tasmanian Museum and Arts Gallery (TMAG) was also a recipient.⁴

Obtaining the loan of an object from a museum to make a mould from it is a challenging process and, as a curator myself, I can understand why they would be nervous about lending a specimen for such an endeavour. After some time, a very old silicon mould of the skull of *Prosqualodon davidis* was borrowed from the Australian Museum.

Being made of silicon it did mean that the accuracy of detail was high. Casting silicon also has minimal shrink over time. However, as it was old, there were some tears to the rear

of the mould that had to be contended with. Brian Looker, casting expert from TMAG, kindly guided me with making a cast from the mould, as at the time I had not moulded into a damaged mould before. The resultant cast needed some cleaning up before it could be used to make a new mould.

The new mould was done in the matrix moulding method. This way you obtain an even thickness of silicon and good keys all round. The cast was half-covered with plastic food wrap and, using potters clay, I formed a keyed base. Keeping this clay damp, I then did this to the upper portion too, so the whole cast was covered in clay. The clay was sealed with a Krylon clear finish then a silicon release spray. On the upper part, a two-part fiberglass jacket was created. Once set, the jacket was removed and the clay sitting on the section removed from the cast (easy as it was covered by the plastic food wrap) and the fiberglass jacket (tricky as it sticks to it very strongly!). Once the fiberglass jacket was clean, any imperfections on the interior were filled and sanded, and a pour hole added, together with small bleeder holes. This was then fitted back over the cast of the whale, which still had the lower portion of clay.

Kilograms of casting silicon were poured in till it was filled, and the bleeder holes patched with plasticine as soon as silicon reached them. These holes let out trapped air that could create large bubbles in the upper section of the mould. Once set, the whole thing was flipped over and repeated. Sadly the silicon I was working with for the first half could not be obtained for the second half and I had to try a new variety. I tested the new silicon on small fossil casts with great success, so was alarmed that the cure time when using on the large mould was greatly reduced, to the extent that it was almost set as I was pouring! After speaking with the manufacturer I have since discovered that was because I was originally working with it in a very cool room, then on the day I was casting it was about 20°C, and the reaction increased significantly.

When cracking the mould open, I was pleased to see that the silicon had filled the void with no bubbles on the fossil itself, and with only a few bubbles near the top. Final cleaning and



Flynn's original *Prosqualodon davidis* (above) and the new cast (below).

Photos: Isabella von Lichten

trimming of the mould was done before a new fiberglass cast was made. This cast was used recently for filming of 'Coast Australia' for Foxtel's History Channel.

Future work will include making two casts of the skull in Hydrostone, a type of plaster gypsum cement, one for the UTas Earth Science collection, and one for Museum Victoria. Hydrostone is a material that is very stable over long periods, much more stable than fiberglass. I do hope that one day I will have access to a cast of the lower jaw so I will be able to take a mould of that.



Endnotes

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'*Prosqualodon davidis* was a small predatory whale which may have been 3–5 metres in length ... a relatively short rostrum [i.e. the upper jaw and the skull which supports the jaw] broad-based and robust, with ... conspicuously ornamented cheek teeth ...' Long, J et al. (2002). *Prehistoric mammals of Australia and New Guinea: one hundred million years of evolution*. UNSW Press: Sydney, p 207.

Also: Flynn, TT and JT Carter. 'Description of *Prosqualodon davidis* Flynn: A Fossil Cetacean from Tasmania.' *Zoological Society of London*, 1948.



HOUSE of ANVERS

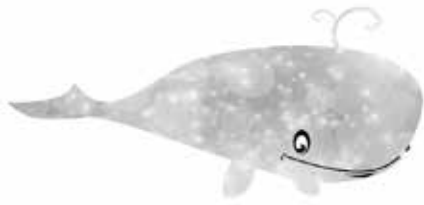
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NOTES ON WHALES

and Tasmanian Whale Fossils

Evolution of Whales

Whales adapted to life in the oceans about 50 million years ago but, while scientists debate the details, the fossil record shows that modern whales evolved from land mammals to amphibians to marine mammals. When a fossil with teeth like those of a whale and with hind legs, *Ambulocetus*, was recovered in Pakistan by Dr JGM (Hans) Thewissen and his team in the 1990s, and dated 48–40 million years, the concept of the 'walking whale' was developed.

Charles Darwin suggested that whales may have evolved from bears but, surprisingly, molecular evidence indicates that whales are more closely related to even-toed ungulates, or hoofed animals, particularly the hippopotamus.

Living whales fall into two sub-orders of Ceteceans: toothed whales (Odontoceti), the largest of which is the sperm whale which grows to 18m; and baleen whales (Mysticeti). Other species of toothed whales include the beaked whales and the southern bottlenose whale. The largest baleen whale is the blue whale (24m); others include the humpback whale (18m), southern right whale (18m) and minke (9m). Toothed whales have one blowhole; baleen whales have two.

Annual migration via Tasmania

The humpback whale and other species migrate from Antarctic waters to warmer waters to calve. Their migration takes them past Tasmania and along the eastern coast of mainland Australia. One reason for this annual migration may be to escape from *Orca* (Killer Whales) who attack the vulnerable calves and the parents. Though there is less food in the warmer water, the calves can grow more rapidly before returning to the Antarctic and the abundance of krill there. *Orca* do follow and attack the migrating whales, but the warmer waters offer a temporary safer haven.

Tasmanian Whale Fossils

Fossil sites in Tasmania include Wynyard on the north coast and Flinders Island. When the Bass Strait opened, the cliffs on the northern coast of Tasmania and on the southern coast of Victoria, also rich in fossils, were exposed. Other sites are Flinders Island (Cameron Inlet), and the seabed off the south-eastern coast of Tasmania, the South Tasman Rise.

Fossil Cliffs near Wynyard

These cliffs have yielded an abundance of marine fossils. The important discovery of an extinct toothed whale, made in 1919 by Professor TT (Theo) Flynn from the University of Tasmania, with an interesting update on that specimen, is summarised on pages 14–15.

South Tasman Rise (STR)

Seven whale fossils, included partial skulls of four beaked whales, were recovered from the seabed off the south-east of Tasmania at a depth of 2–4 km. When these were compared with specimens of modern whales held at TMAG and at the University of Tasmania, indications were that the STR specimens were not bones of a species of living whale, but were similar to the fossils of beaked whales (Ziphiidae) found at Cameron Inlet, Flinders Island, which are 4–2 million years old (Samson, 1995/96). The STR fossils are now held at Geoscience in Canberra.

Cameron Inlet, Flinders Island

Whale fossils found at Cameron Inlet on the eastern coast of Flinders Island, include vertebrae, ribs, incomplete skulls, partial mandibles, and teeth of Ziphiidae. They are held at Museum Victoria, Melbourne, and in the Queen Victoria Museum, Launceston.

Further reading

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Thanks to GeoScience Australia, Museum Victoria, the Tasmanian Museum and Art Gallery, Queen Victoria Museum and the University of Tasmania for supplying information about Tasmanian whale fossils.

HISTORIC PHOTOGRAPHS IN THE MUSEUM

Can you identify any of the people onboard?

These two photographs were recently discovered in a quieter corner of our collection. Descendants of some of the people shown probably still live around Tasmania, and keen family history researchers may be trying to track down images of an ancestor who perhaps looks out at us from one of these images. And, perhaps more importantly, we all like a mystery to solve!

Mystery Photo 1

In the first image, the number, bottom right, corresponds with a Tasmanian Archive & Heritage Office catalogue number for a photograph deposited at the archives as part of a collection in 1965. The name E Kirby, bottom left, may relate to the librarian Helen Kirby who, the Archive noted, received (and possibly catalogued) the collection. The Archive entry for the photograph identifies it as 'Crew on board *Lufra*', while a sticker on the back of the photograph identifies the photograph as 'Captain, his family and ship's officers of the barque '*Lufra*', New Wharf, 1880s.' The identity of the vessel has been queried, with a suggestion that it may be *Harriet MacGregor*. Once we can agree on the identity of the vessel, and a date, we should be able to identify the master and at least some of the officers.



Mystery Photo 2

The second photograph is more challenging. It is dated on the front 10-1-07, which we assume to be 1907, and signed 'S Spurling'. No further information about the ship or crew is known. The Spurling family were well known photographers in Tasmania for around a century, and the second and third Stephen Spurlings worked from a studio in Launceston in the early 1900s, so perhaps this image is of a crew in the north, rather than Hobart.



There are subtle differences in the two images, suggesting that the vessels shown are different, but could they be the same as the photographs were found together? Possibly not, because *Lufra*, built in 1871 in Aberdeen and bought by Captain Alexander McGregor of Hobart for £11,000 (*Mercury*, 8th July 1874), was sold to Italy in 1898 and scrapped in 1905. *Harriet MacGregor* was built in Hobart in 1870/1, sold in 1895 and destroyed by fire soon after that. Therefore, neither vessel was afloat in 1907. Anyway if you can add any pieces to the puzzle, please do get in touch. See page 2 for contact details.



Ocean Warrior Sea Shepherd's new ship for its Southern Ocean Whale Defense Campaign

Photo: © Sea Shepherd Global

For the first time in Sea Shepherd's almost 40-year history, the organisation has been able to purchase a brand new ship. *Ocean Warrior* is a game-changer for defending the oceans.

Purchased thanks to the support and generosity of the Dutch Postcode Lottery, the People's Postcode Lottery in the United Kingdom and the Svenska Postkod Stiftelsen in Sweden, *Ocean Warrior* is now the fifth vessel in Sea Shepherd Global's current fleet of conservation ships, and the fifteenth in the organisation's history.

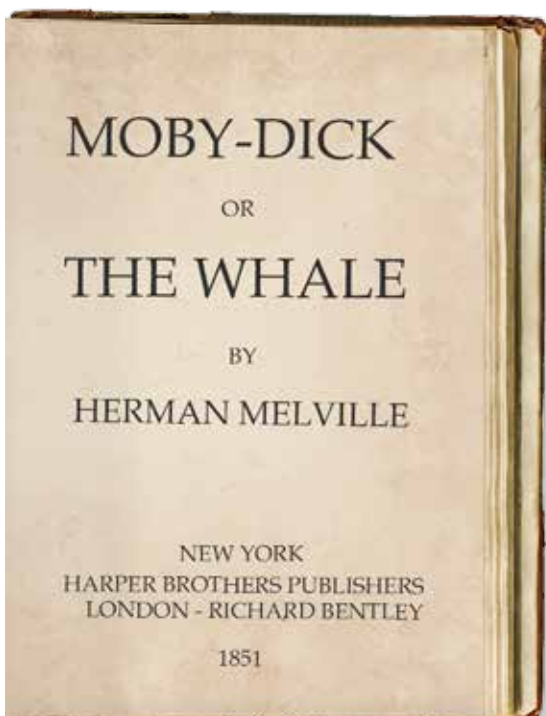
The ship was custom-built in Turkey, to plans based on an existing design, by the Dutch shipbuilding company Damen who then conducted sea trials. The 175 foot vessel will reach speeds of 30 knots.

Ocean Warrior will make its maiden voyage in September 2016, when the ship sails to Amsterdam under the command of Captain Alex Cornelissen. 'This is a momentous time for Sea Shepherd, and for all of our supporters, and a bad time for poachers,' said CEO of Sea Shepherd Global, Captain Cornelissen. '*Ocean Warrior* marks a new era for our organisation, as we now have a ship with the speed and capabilities to match the fastest poaching vessels in the world.'

Sea Shepherd Australia will host *Ocean Warrior* in Sydney and Melbourne in November 2016 before the ship heads off on a new Southern Ocean campaign.

www.seashepherd.org.au

Moby Dick at the Maritime Museum of Tasmania



Moby Dick, a 1/3 scale model of a whaleboat, an identical model to that of *Queequeg* (page 19), and by the same builder, Phillip Fowler, is on display at the Maritime Museum of Tasmania. This type of boat was used in the middle ground of the Pacific by the New Bedford whale fishermen from the late 1700s to 1895. The design was adopted by the Australian whalers in the 18th and 19th centuries.

Books on whaling history in Tasmania include:

Nash, M. & Tas Heritage Office (2003). *The bay whalers: Tasmania's shore-based whaling industry*. Navarine Publishing, Woden, ACT.

Lawrence, S. (2006). *Whalers and free men: life on Tasmania's colonial whaling stations*. Aust. Scholarly Publishing, N Melbourne.

O'May, Harry (1900/1978). *Wooden hookers of Hobart Town*. Government Printer, Tasmania.

book review

written for Children's Book Week by guest reviewer Jenny Hunter

Barney Bean, an orphan in Sydney Town in 1791, takes up an offer from Captain Melvill of the whaling ship *Brittania* to join his crew and go to sea, hunting for whales. With some trepidation but mainly with enthusiasm and a plan for establishing his future in the new colony by way of earning himself some wages, young Barney leaves the comforts provided by his adopted family, the Johnsons, and sets off for the high seas.

Barney's adventure is both exciting and challenging; Mark Wilson's black and white illustrations at the start of each chapter compliment the atmosphere created by French's lively and descriptive prose. Aboard ship our young protagonist meets some very colourful characters (Call-Me-Bob, Dandy Jim and Peg-Leg Tom to name a few). He endures the hardships of uncomfortable bunks, unpalatable meals, and wild weather, and witnesses first-hand the gruesome reality of the early whaling industry. He also proves himself a hero when he saves a fellow crew-member from drowning, having previously been taught to swim by Birrung, his Aboriginal friend.

The details of hunting and killing the whales are at times graphic and gory, and may challenge some animal-loving readers, however Barney is a likeable and sensitive narrator whose concern for the huge and beautiful marine mammals tempers the brutality and provides a touchstone for our attitudes towards whaling today.

Barney's ultimate rejection of this way of life, and his return to life on shore, is handled with dignity and without a moral

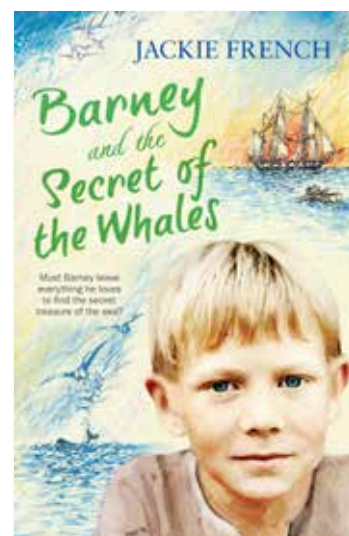
BARNEY AND THE SECRET OF THE WHALES

by Jackie French (2016)

Illustrated by Mark Wilson

Paperback 130 pages
ISBN: 978 0 7322 9944 6

eBook
ISBN: 978 1 4607 0322 9



judgement that would have been inappropriate for the times.

Barney and the Secret of the Whales is the second book in The Secret Histories series by prolific and award-winning author Jackie French, and is a sequel to *Birrung the Secret Friend*, in which Barney forms a friendship with and an understanding of a young indigenous girl in the context of early white settlement in Australia. French is clearly not afraid to tackle controversial topics that still resonate now, and she does so via a young character who is both perceptive and compassionate, thus encouraging young readers to learn about and consider facets of Australian history that may not be widely acknowledged. The novel concludes with informative 'Author's Notes' on whaling procedures and the whaling ships of the Third Fleet. I recommend this adventurous and satisfying book to aware young readers 8 years and over.

MOBY DICK or THE WHALE

by Herman Melville
originally published in 1851

There have been several reprints of this book published, and it is also available online, e.g. at Project Gutenberg: <http://www.gutenberg.org/ebooks/2701>

Rediscover this classic novel. The narrator 'Call me Ishmael' tells of his voyage out of Nantucket on the whaling ship *Pequod*, his impressions of the crew, of everything around him, and of Captain Ahab's obsession with a huge white sperm whale, Moby Dick. On a previous voyage the whale had bitten off the captain's leg and Ahab is driven to seek revenge. Ishmael finds his cabin mate, the fearsome, heavily-tattooed islander, Queequeg, a constant source of surprise. When he falls ill with a fever, Queequeg requests a coffin-boat to be built, in the style of islander funeral boats. He recovers, but it is this coffin which eventually allows Ishmael to survive when Ahab's final encounter with Moby Dick ends in disaster.

Read about a diverse assortment of characters in this book, as you immerse yourself in the nineteenth-century language of the sailors.



1/3 scale model (approx. 3.2m long) of a whaleboat constructed by Phillip Fowler in the late 1990s and named *Queequeg*. *Moby Dick*, an identical model by the same builder, is displayed at the Maritime Museum of Tasmania (more notes on page 18).

Find books on a range of maritime subjects in the bookshop and in our library at the Museum.



notes from the curator



Scrimshaw at the Maritime Museum

Walking sticks (left). Charles Bailey's is in the middle.
Tools including block, fid and serving mallet (top left)
Desk ornament with whalebone fittings (top right)
Whalebone busk for a lady's corset, sides A and B (right)



Scrimshaw is the craft of making objects out of bones and teeth of marine mammals, especially from whales. The collecting of whalebone was secondary to the main purpose of whaling expeditions, ie. the extraction of oil by boiling whale blubber—but bone was still a valued by-product and often carefully distributed among crewmen. The origin of the craft is often attributed to American whalers from New England. However, the New Bedford Museum, situated at the heart of America's whaling industry, attributes the origins to British South Sea whalers. Its collection includes the earliest known piece which features the London based whaleship *Adam* and is dated 1817.

The heyday of scrimshaw was in the 1800s when vessels from many nations scoured the world's oceans in search of

whales, returning home only when their holds were full of oil. Sometimes this would take well over 12 months. When whales were scarce, or winds fickle, seamen had plenty of time on their hands for craft work and whalebone was an obvious choice of material.

Crewmen made sperm whale teeth and other whale bones into both decorative and functional pieces, sometimes for a family member or sweetheart. (Each sperm whale had about 46 teeth). The Maritime Museum is lucky to have some excellent examples. Most are practical pieces including a fid and mallet used in sail making, an unusually large whalebone pulley block, a corset busk and four walking sticks.

Two of the walking sticks belonged to local men. Whaling captain, Charles Bailey, probably crafted his on board his own whale ship since he was a keen scrimshander and is known to have taken a lathe on his long voyages. Another belonged to Captain Richard Copping who worked in Tasmania's bay whaling industry as a young man, became a whaleship captain and was later the master of overseas vessels. Three of the walking sticks have decorative inlays of dark baleen derived from the bristly plates which acted as filters in plankton eating whales. This pliable material was used to manufacture many items later made from plastic. Although often called whalebone, baleen is actually keratin and more similar in structure to our nails and hair.

To decorate smooth pieces of teeth or bone, sailors used a very sharp knife and often highlighted their design by rubbing soot or lamp black into the grooves. You can see the results of this technique on some beautiful pieces in our whaling display, which have been kindly loaned by the Tasmanian Museum and Art Gallery. Our most elaborate piece of scrimshaw is a model of the whaleship, *Elizabeth*.

After the refurbishment of the Carnegie Gallery in November the model, busk and pulley block will be displayed in a new 'Treasures' case.



Modern scrimshaw by Jesper Rasmussen of Albany

A few years ago a visitor to the Maritime Museum told me that Jesper Rasmussen had died—in true Viking fashion—not 'in a bed of sloth or of old age' but by sailing out to sea from Albany, never to return. He was a gracious man and a fine craftsman; we hope he reached his Valhalla.

high and dry

Well I'm back (without having left, so to speak). Now I have officially returned as the Maritime Heritage Coordinator for the next year. 'Oh dear,' many of you will be saying. Yes, it is a bit scary, but not quite as scary as Jack Nicholson in *The Shining* as he smashes down a door with an axe screaming 'Here's Johnny!!!'

I must thank Liz Adkins for her work in the MHC role over the past six years. She has undertaken some exciting projects during her time, including the popular 'Homemade – Surfing in Tasmania' exhibition (now continuing its life as a travelling exhibition), the new education program 'A Voyage into the Past', school holiday programs, and has put her curatorial skills to good use with scrimshaw, the Lamprell Collection, etc. I'd like to wish her all the best in her new role.

Back on deck with the MMT, I will continue my focus on outreach activities, based on supporting our school holiday program, continuing with the development and promotion of 'A Voyage into the Past', facilitating the Maritime Heritage Organisations of Tasmania (MAHOOT) group, organising our Monthly Talks program and generally helping Rona and Mark with museum exhibition, research and marketing activities.

Speaking about the Monthly Talks program, it has been a real coup for us to have renowned maritime archaeologist, Dr Wendy van Duivenvoorde from Flinders University, come

over for our October presentation. Many thanks to the Dutch Embassy in Australia for supporting Wendy's visit, as well as the Hobart City Council for providing the Ballroom at the Town Hall as a great venue for this talk. This is all part of the activities and events that are being run for the 400th Anniversary of Dutch explorer Dirk Hartog's landing on the coast of Western Australia at Shark Bay in October 1616. And, of course, next year in November and December, will be the 375th Anniversary of Abel Tasman sighting Tasmania for the first time, and making a brief landing on the north-eastern tip of Forestiers Peninsula.

If you haven't had a chance yet, get into the Maritime Museum and check out the current exhibition of wonderful Houghton Forrest art works based on his commissions for the Risby trading and merchant family. These are in the Carnegie Gallery, along with an exhibition of some of the outstanding Lamprell Collection of maps and charts. These maps date from the 1600s up to the early 1800s. Truly incredible to see the cartographers' skill and artistic flair as they illuminate the Great South Land to European eyes for the first time. But be quick, these exhibitions finish on 29 October!



See the back cover for details of Dr Wendy van Duivenvoorde's talk at the Hobart Town Hall

Dutch ship 1600s/Image ex *Eendracht* file/wrecksite.eu

knot so hard

A series by Frank Charles Brown

No. 40 Double Dragon

This knot is reported to be safe, strong and reliable, but difficult to untie when subjected to heavy strain.



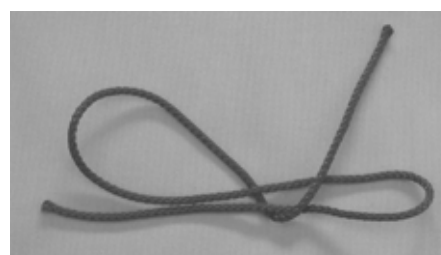
1

Lay out the rope



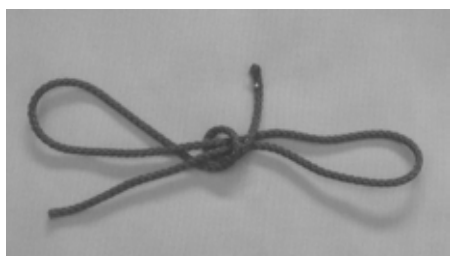
2

Pass the right-hand end under the bight



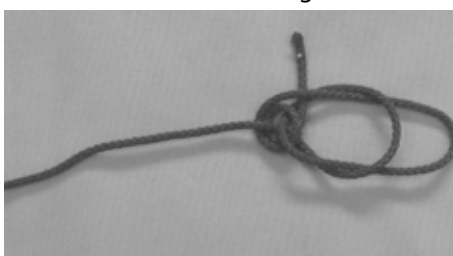
3

Bring the Working End over the top of the bight



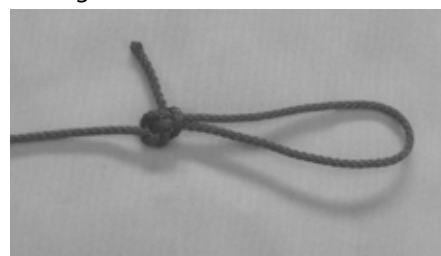
4

Take a turn around the bight



5

Pass the left hand loop through the right hand loop



6

Dress down as shown



from the galley



The world-wide tentacles of the internet make it relatively easy to track down recipes for whale or seal meat. For example, minced seal flipper is a staple ingredient in a Newfoundland version of Steak and Kidney pie.

(<http://modernfarmer.com/2014/11/seal-meat-next-big-thing/>)

However, I have decided to stick with a simple 'fish pie' recipe for this edition on the basis that the ingredients are readily available from our local fishmonger.

Fish pie is one of those recipes that can be adapted to suit whichever fish is available. So I have included prawns and scallops as well as white and smoked fish, but you could try pretty much any combination. I have made a very passable pie using the 'Marinara' seafood mix that is often available at the supermarket. But that is no real substitute for browsing the fishmonger's display.

You could also substitute one of the cups of milk for a cup of white wine, providing a reasonable excuse for opening a bottle.



Unloading fish on Davey Street

Photo: MMT Collection

FISH PIE

Ingredients

8 cloves

1 onion, halved

3 cups (750ml) milk

1 bay leaf

450g pink ling or other firm white fish fillets, skinned & boned

225g smoked fish, such as Silver Warehouse or perhaps even eel

3 hard-boiled eggs, roughly chopped

350g small cooked prawns, peeled, tails removed, vein removed or similar quantity of scallops

75g butter

1/2 cup (75g) plain flour

200ml thick cream

Pinch of grated nutmeg

2 tablespoons chopped dill

2 tablespoons chopped flat-leaf parsley

Mashed potatoes for the topping (or you could substitute a pastry crust)

Method

Stick cloves into onion halves and place in a saucepan with milk, bay leaf and fish, and scallops (if using). Bring to the boil, then reduce heat to low and simmer gently until fish is cooked. Remove fish and strain the cooking liquid into a jug, keeping the liquid for later but discarding the onion. Flake the fish into large chunks, getting rid of any bones. Flake the smoked fish and put into an ovenproof pie dish with the flaked white fish, eggs, prawns and/or scallops. Season.

Make a roux by melting the butter in a saucepan over low heat, then slowly add the flour, stirring to make a paste. Cook, stirring, for 1–2 minutes. Add reserved liquid and cook, stirring, until mixture starts to thicken. Add cream and simmer for 5 minutes. Add nutmeg, herbs and more seasoning if necessary and pour over the fish.

Top with mashed potato and bake for 25 minutes or until a nice golden crust is forming on the mash. You may like to add grated cheese to the top and brown under the grill.

Serve with steamed greens.

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Maritime Museum of Tasmania Monthly Talks Program

Special Presentation

As a contribution to the commemorative events for the 400th Anniversary of Dirk Hartog's landing in Western Australia, the Embassy of the Kingdom of the Netherlands is supporting a visit to Tasmania by



Dutch ship 1600s

Dr Wendy van Duivenvoorde. Her talk here is part of the Dirk Hartog Lecture series.

Hobart City Council has awarded the Maritime Museum a grant to assist in preparations for this talk and, because we expect this event to be very popular, has also provided the ballroom at the Town Hall for the presentation.



Follow all the events around Australia through Facebook.
Just search for "Dirk Hartog 2016"
www.dirkhartog2016.nl

Early Dutch exploration of Australia and Tasmania

The Maritime Museum of Tasmania, in conjunction with the Embassy of the Kingdom of the Netherlands,

invites you to a talk by

Dr Wendy van Duivenvoorde

world-renowned maritime archaeologist

from Flinders University.

Tuesday 4 October 2016

12 noon – 1.30 pm

Hobart Town Hall Ballroom

Admission is free.

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