

# Maritime Times *of Tasmania*

Our maritime history & present day news

No 62 Autumn (March) 2018

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Assisted by tugs *Mount Florance* and *Yandeyarra*, the new air warfare destroyer HMAS *Hobart* arrives in its name city for the first time on 9 February 2018. TasPorts acquired both tugs in 2017 from Port Hedland. Built in Adelaide for the Royal Australian Navy, HMAS *Hobart* was launched in 2015. Photo: R Cox

left: *Watagan* and *Korimul* berthing *Jericho Beach* at Burnie 12 January 2018. Photo Dale E Crisp

## *Tugboats*

— TUGBOATS IN TASMANIA — TUGBOAT SIMULATORS AT AMC —  
MEMORIES OF TUGBOATS — OCEAN PIER  
TASKS FOR TUGBOATS

CARNEGIE GALLERY EXHIBITION – *MAY QUEEN* AND THE SIXAREEN  
Archaeology of Journeying – forty degrees south, sixty degrees north



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**Acknowledgements**

**Acknowledgement of Country**

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

**Our Patron**

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

**Our Supporters**

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



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

**Maritime Times of Tasmania welcomes original articles for publication**

Contributions may be historical or newsworthy with themes reflecting the Museum's mission to promote research into, and the interpretation of, Tasmania's maritime heritage. They may be short notes, or articles with text about 700–1200 words, accompanied by images if possible. Text may be edited, and publication is at the discretion of the editor.

Ideally, your contributions will be in a Word document, with embedded images and/or with separate 300 dpi JPEG or TIFF files. We can accept legible handwritten articles, with loose photographs, which we will copy. Images should have a caption, be credited to the photographer or to the source, and have written permission to publish.

Please submit contributions to The Editor at the postal address above or email to admin@maritimetas.org Alternatively, you can leave your contribution at the front desk of the Museum at the street address above. Please remember to include your contact details. **Deadline for the next issue is 15 May 2018.**

**HELP WANTED**

**Plumber.** As mentioned in the President's Log (p. 3) we need a pro bono plumber for two days for renovations in the kitchenette.

**Life Jacket.** Who would like to donate a life jacket to *Westward*? We need eight new ones to remain legal at \$150 each.

**Carnegie Gallery.** Any suggestions for our exhibition which will coincide with next February's Australian Wooden Boat Festival?

**Functions.** Remember the Carnegie Gallery can be hired out-of-hours for events and functions.

Contact Mark or me. —Kim Newstead



# from the president's log

by Kim Newstead



Dear Members and Friends of the Museum,

Does anyone think the weather is getting back to our school days? I do; it's warmer and dryer.

This summer has seen our Museum achieve stunning results in a wonderful Tasmanian summer. When we analyse why this has occurred, we can be sure it is for two reasons: record cruise ship visitors and a stunning exhibition in the Carnegie Gallery.

Visitor numbers this summer exceed our previous record Australian Wooden Boat Festival year because we had a world first: Richard Bennett's superb Sydney to Hobart exhibition 'across five decades' that ran from late November to the end of January.

Why was it so successful? The photography is unbeatable, the exhibition coincided with the 2017 Sydney Hobart and was supported by many visiting yachtsmen and families. Also, during January, the SB20 World Championship competitors held an out-of-hours cocktail party in the Gallery, the live music reminiscent of the old Sunday night jazz club sessions held when the Gallery was the library.

Treasurer Ross has declared January 'best month ever' with a 32% increase in visitors and therefore an increase in entrance fee revenue. The lesson learnt from this success is to consider what we can do when a large fleet arrives in 2019 for the 75th Sydney Hobart. What we need is a relevant exhibition in the Carnegie Gallery that has broad appeal to competitors and public. All ideas welcome!

Your hard-working Committee, staff and volunteers are currently working on a number of projects. They are all important to meet our objectives regarding conservation, presentation and increased community awareness.

We plan to improve the efficiency of our 'back-stage' spaces, starting with renovating the old kitchenette at the southern end of the Gallery. We will need a qualified plumber for two days. Can anyone assist? Next will be to provide our Curator with a workable office and adequate working space by re-working the existing office layout. The Committee agreed to spend \$11,000 on new fittings to make the shop more presentable and enable front desk volunteers to locate stock more easily. We also agreed to have UV film placed on the stairwell windows to protect artworks and items on display from light damage. A major future challenge is to improve temperature control in the Carnegie Gallery for visitor comfort and to stabilise the climate for conservation purposes. Garden renovation work was about to start, however issues with drainage and rising damp in the cellar have been identified. That will most likely delay our plans for a while.

Jack Chesterman's exhibition 'May Queen and the Sixareen' is on display until 22 April (details p. 5). For anyone who appreciates wooden boats, timber and strong images it is not to be missed.

On 02 May, the Quilt Prize Exhibition will open with over 65 quilts on display from all over Australia. This year from 15–24 June our Museum will, for the first time, participate in the Dark Mofo program, providing an evening venue for 'Island Shrine'—an installation in the Carnegie Gallery.

Our three staff continue to deliver well beyond the call of duty, however I am pleased to report they all continue to display navigation skills befitting a Maritime Museum team. Operations Manager, Mark Hosking, will be away in the UK for March, while Curator, Rona Hollingsworth, will be visiting Patagonia and South Georgia. Heritage Coordinator, John Wadsley, has recently returned from a visit to the USA so he can keep the ship afloat while Mark and Rona take some well-earned leave.

After five years of active participation, Kevin Moore our TasPorts committee nominee is leaving to take up a new position with the North Queensland Ports Corporation based in Cairns. We wish him all the best in his new role. We are looking forward to getting to know our newest committee member, Joel Lipson from TasPorts. Roscoe has been granted leave of absence until 01 July due to his AWBF workload and Ald. Eva Ruzicka is grounded at Kettering nursing her partner back to full health.

Our recent connection to the NBN requires a new phone system that will shortly be installed. Free visitor WiFi is planned throughout the building. Our new app 'Whalers Walk', a self-guided tour of the waterfront detailing the history and heritage of Hobart's whaling industry, is due for a soft launch in early winter.

Committee member Michelle Blake has completed the volunteers survey and made a number of recommendations that are currently being considered by the Committee. They include Training, Housekeeping, Amenity, Social and Communications and Recognition and Reward. ■

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14 Tasks for Tugboats	

# from the brig

Welcome to Issue 62 of the *Maritime Times of Tasmania*.

The Museum has had an extremely busy summer, hosting two wonderful exhibitions of Maritime Art in the Carnegie Gallery. These exhibitions have been enjoyed by record numbers of visitors.

Our visitors interact with our displays in different ways. They often remark on the displays to the front desk volunteers, and are generally encouraged to record brief comments, which are usually appreciative, in the visitor's book. Longer comments can be found posted as 'reviews' on the website Trip Advisor, or posted on social media (Facebook). Not all such reviews are positive, but it is interesting and enlightening to see what sort of things cause visitors to mark us down. Many visitors see our small size as a positive, but one commented that we're 'too small' to be a 'proper museum' like Sydney or Fremantle, while another was simply annoyed that we didn't have a cafe.

During summer, we also noted engagement with our two displays in two slightly different, but very encouraging, ways. As recorded in our previous issue, Alison Pitt and Jurgen Harder have been building a replica of a dinghy that is currently on display in the Museum (MTT 61 pp. 10 –11). I can report that the replica dinghy, plus a twin, have now been launched at Cygnet (right, top). The image shows the launch from a trailer of one of the dinghies, *Sea Horse* – *Pooltah*. (*pooltah* is, as far as the owners can ascertain, an aboriginal word for sea horse). While I missed the launch, I'm looking forward to hearing reports of rowing trips across to Surveyors Beach as Dinah Wilson reportedly did in the original dinghy, taking her husband's lunch to him. My thanks to Alison, Helen and Jurgen for letting us know about this project inspired by the stories attached to an artefact on display in the Museum.

Secondly, the memorial plaque to *HMS Orpheus* hangs on the wall of the Museum's first floor landing (see MTT 42, p. 11). The plaque and interpretation booklet attract considerable interest and I often encounter visitors leafing through the booklet engrossed in the story. However, I was quite surprised to find a handwritten note (right) slipped into one of the sleeves, adding some local knowledge from Manukau Harbour as well as sharing details of a recent commemoration of the wreck. We could add the note to the interpretation, but I think it looks quite nice as a handwritten addition!

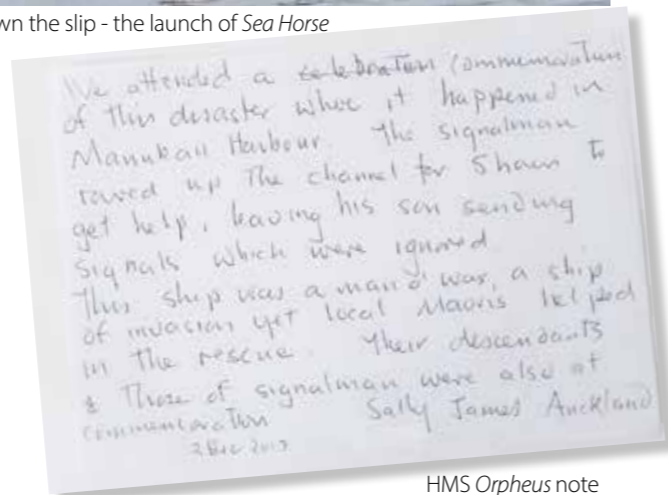
I am excited to report the launch of the Australian Maritime Museum Council and Australian National Maritime Museum's joint travelling exhibition *Submerged: Stories of Australian Shipwrecks*. Report on p. 13.

We hope you enjoy this issue of *Maritime Times of Tasmania*, with its theme celebrating the unsung heroes of the maritime world, the tugboats. We thank everyone involved in producing MTT 62, especially Rex Cox who contributed so much despite recovering from eye surgery.



Down the slip - the launch of *Sea Horse*

Photo supplied by Jurgen Harder



HMS *Orpheus* note

## new members

### We welcome new members:

- |                   |                   |
|-------------------|-------------------|
| Fred Boland       | Peter Forster     |
| Nicole Shrimpton  | Andrew Fergusson  |
| Peter Green       | Peter Roberts     |
| Kelvin Markham    | Christopher Green |
| Jean-Louis Boglio |                   |

### Not already a member?

You can show your support for the Maritime Museum of Tasmania, and enjoy the benefits, by becoming a member. You can join online, or download an application form at:

[www.maritimetas.org/support-us/become-member](http://www.maritimetas.org/support-us/become-member)

## Membership Fees

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

<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

Perennial is once only, or four years Quarterdeck membership



# the carnegie gallery ... at the Maritime Museum

**THE MAY QUEEN AND THE SIXAREEN**  
**ARCHAEOLOGY OF JOURNEYING**  
 Forty degrees south, sixty degrees north

An exhibition of watercolours  
 by Jack Chesterman

03 February – 22 April 2018

This exhibition explores two iconic boats, a favourite Tasmanian vessel, *May Queen*, and the sixareen, a traditional clinker-built fishing boat used around the Shetland Islands, north of Scotland. The first sixareens were imported from Norway in kit form until the mid-19th century, when it became more cost effective to build the boats in Shetland. For many years, Jack Chesterman visited the Shetland Islands annually.

*May Queen* and the sixareen are iconic by virtue of their specific histories and place in maritime history. In broader generic terms, as wooden boats operating over a century ago, they have played an important role in the founding and development of coastal communities. Their influence was manifest in areas of transport, commerce, the spread of ideas and much else.

Current themes in Jack's work may be characterised as maritime or landscape and these provide a context for subject matter and narratives related to journeying, history and loss. These two boats, while of considerable interest in themselves, are for a number of reasons paired in this current work. Firstly, Jack has a personal and first-hand knowledge of them both and has previously drawn and painted them. For aesthetic reasons as powerful visual objects they complement each other and despite, or maybe because of, the dramatic disparity of their locations, a sense of universality may be drawn from the theme.

Billowing sails and white horses are for another exhibition and another time. If there is a narrative here it concerns the physicality of the boats; how wood fits to wood, how surfaces relate one to another and how configurations of form are born from the requirements of work. Although the images relate to the practicalities of form and function they don't spring from the shipwright's plan and are more to do with poetry than journalism.



top: Stern of *May Queen* and glimpses of other artworks on display.

above: Jack Chesterman (left) looked on while MMT Committee member Chris Tassell, opened the artist's exhibition in the Carnegie Gallery on 03 February. Photos: Emerson Easley, MMT Collection

Jack is related to the Tasmanian Chestermans, but hails from the UK. He was born in Lahore, India. As a child, he lived in Australia prior to settling in England. He served briefly in the Household Cavalry and worked as a farm labourer, before eventually pursuing his artistic interests as a mature student at both Leeds College of Art and the Royal College of Art in London. He has also followed a career in Art and Design Education, working in a number of universities as both a lecturer and education manager. He taught at Leeds College of Art for 30 years.

He has had a painting and printmaking practice and has exhibited widely in the UK and abroad. His work is held in a number of private and public collections. He has a longstanding interest in journeying, has researched maritime history and explored the culture of many seafaring communities from the Shetland Islands to Whitby. These experiences have inspired his work for many years.

**Next exhibition: Quilt Prize Exhibition from 02 May 2018 – details on page 13**



a

Tasmanian ports have been home to many tugboats, particularly since the 1960s. While ship handling is their principal function these days, lighterage and general harbour duties, not to mention the occasional rescue mission, have also been important activities over the years.



b

# Tugboats in Tasmania

by Rex Cox

... with (more than) a little help from his friends



c

PORT AUTHORITIES IN LAUNCESTON, BURNIE AND DEVONPORT operated their own tugs until the 1980s, while Hobart and Port Latta were initially served by private concerns.

Ownership has gone through several phases. North Western Shipping & Towage Co. Pty. Ltd. (NWS&T, then part of the Brambles Group) gradually acquired most of them and RA Ferrall gives some reasons for this in his history of the Port of Launceston: ‘No matter how efficient ... to be economically satisfying and justifying their high capital cost and heavy running expenses, there has to be enough work for them....’ Bigger ships required more powerful tugs but infrequent usage saw them tied up ‘... too often and too long ... It was better economically for them to be operated by a tug company with wider ramifications than in the one port.’ Tasmanian Ports Corporation Pty Ltd (TasPorts) acquired NWS&T in 2007, and has continued a policy of moving vessels around the state to meet operational needs. Several private firms in the south of the state undertake towing and other jobs ‘on spec’.

## Launceston

Launceston appears to have been the first port on the island (and, indeed, only the second in Australia) to enjoy the services of a dedicated tugboat. The iron paddle steamer *Tamar*, built at Newcastle-on-Tyne for the Tasmanian Government in 1854 and passing three years later to the newly formed Launceston Marine Board, towed sailing ships up and down its namesake river until 1888. It was replaced by *Wybia* (1887–1933, see photo page 22). Other tugs operating on the Tamar have included *Tarrina* (1887–1931), *Maitland* (1929–1955), former Sydney tug *James Wallace* (1933–1970), *Inveresk* (1950–1970), *Westamar* (1953–1974), a second *Wybia* (built 1967) and *Yorktown* (built 1972). Vessels there at present include *Risdon Cove* and *York Cove*, purchased from South Korea in 1998, and *Storm Cove*, which is for sale.

For many years a considerable amount of dredging was required to keep the Tamar’s navigation channels open, particularly in the upper reaches, and tugs were kept busy towing hopper barges to and fro. *Tarrina* had been built principally to assist with these river improvements but, according to George Cox, its main claim to fame was a lack of power. *Tarrina*’s name appears in a 1923 listing of the Board’s dredging equipment with the comment ‘She is low powered and has to be humoured in every way to do the work required of her. At times she would fail to hold her own against the tide even when not towing’.

*James Wallace* was taken over by the Navy Board and chartered to the US Army Small Ships Section in 1942 and towed the American owned sailing ship *Kaiulani* from Hobart to Sydney in October that year. Its crew also reportedly shot down a Japanese aircraft at Milne Bay on 14 April 1943—surely an unusual distinction for a humble tugboat!

*Westamar* responded to a call for help on 4 August 1963 from the Norwegian cargo vessel *Porthos*, disabled by fire off Swan Island and with injured crewmen in urgent need of medical assistance. Guided by Bridport’s ‘Flying Fisherman’, the airborne Dick Richey,

*Westamar* battled heavy seas and succeeded in getting Dr Swanell of Launceston General Hospital aboard *Porthos* to treat the crewmen; the doctor was later awarded the George Medal for his bravery in leaping from one vessel to the other in such conditions, despite suffering badly from sea sickness.

*Wybia* (2), which replaced *James Wallace* as Launceston’s principal ship-handling tug in 1967, had a bollard pull (or towing power) of 20 tons—nearly three times that of its predecessor. An accident occurred very early in *Wybia*’s career when its hull was holed in four places by propeller blades of the cargo liner *Clan Macdonald*, berthing at Beauty Point on 15 May 1968. Beached in a sinking condition, the tug was refloated, repaired and returned to service. Both *Wybia* and the newer *Yorktown* later worked at other Tasmanian ports under NWS&T ownership. *Yorktown* was a product of Tamar Steel Boats, a Launceston firm that also built tugs for interstate owners.

## North West Coast

The tug *Australia* (built 1902) operated in both Devonport and Burnie during the 1920s and ’30s. The Mersey Marine Board sold *Australia* to the Burnie Marine Board in 1935 for pilotage and lines duties, particularly in connection with the P&O and Orient Liners then calling at the port. A second wooden hulled tug, *Bucra*, was purchased from Sydney owners in 1937 and employed as a tender, conveying passengers ashore when liners were unable to berth because of the weather. Both vessels were disposed of in the early war years, but not before *The Advocate* printed an interesting report on 13 February 1940 that Burnie’s Harbour Master had been permitted to move *Bucra* to a mooring in the Inglis River at Wynyard, ‘where it will be in fresh water and safe from possible damage by teredo.’ [*Teredo* is a wood-boring marine ‘worm’.]

Utah Australia Ltd carried out major port construction in Burnie during the early 1960s and their tug *Utah* was often hired by the Marine Board for general berthing duties. There was obviously a need, but it was not until 1965 that Burnie received its first purpose-built tug, *Myalla*, which served under both Marine Board and North Western ownership and came to Hobart in late 1983.

Devonport is another port that has required dredging from time to time and it also has a restricted swinging basin. For many years ships berthed there without assistance, but the increased size of cargo vessels and tankers using the West Devonport wharves means that nowadays the services of a tug may be called upon.

The Marine Board acquired the small war built tug TB45549 in 1948, renaming it *Mersey*. Joined by the larger *Gawler* in 1967, it gave another 30 years’ service before passing into private hands. Now located at Franklin, it’s one of about 70 wooden 45 ft tugboats built for the Australian Army and the RAN at the end of WW2. Hobart’s *Tawe* is another. Several examples of the type, extensively converted, are still around: *Apanie* (ex AT1520 *Combara*) was noted recently at a marina near Wrest Point, and *George* ex *Macpete*, which was not completed till 1958, but originally of this standard design, has been attending Australian Wooden Boat Festivals in Hobart since 2011.

continued on next page



d



e



f



g



a - *James Wallace* at Beauty Point, March 1967  
Photo: John Craike

b - Wooden tugboat *Mersey* at Franklin, 14 August 2014  
Photo: R Cox

c - *Watagan* and *Korimul* at Burnie, 13 January 2018  
Photo: Dale E Crisp

d - *Wilga* with *Adriatic Wave* at Hobart, 29 June 2017  
Photo: W Burton

e - *Australia* with passenger liner *Maloja* at Burnie, 1930s  
Photo: Winter’s Studios

f - *Swiftness*, and Tasman Bridge under construction, late 1963  
Photo: John Craike

g - *Godley* and *Watagan* with *Locomotion* bound for Risdon, and US Research *Nathaniel B Palmer* at Selfs, March 2014  
Photo: R Cox

## Tugboats in Tasmania (cont.)



### Port Latta

Port Latta can present ship-handling problems because of its exposed nature. A 1.6 km conveyor carries iron pellets from a pelletising mill to bulk carriers that lie alongside two fenders and are secured by running lines to mooring buoys at bow and stern. Two shiploaders place the ore in alternate hatches at the rate of about 2500 tonnes per hour and a vessel of 40,000–45,000 tonnes can be turned around in 24 hours under good conditions. A tug and a lines boat (which also acts as pilot vessel) are on duty all the time that loading is in progress, while the ship itself is on 30 minutes notice to get underway in case the weather deteriorates.

Sydney firm J Fenwick & Co. won the original contract to supply a tug for Port Latta and based *Manly Cove* at Stanley in April 1968. They formed a subsidiary, the earlier mentioned North Western Shipping & Towage Co. Pty Ltd, in 1969 to manage the operation. Brambles acquired Fenwicks in 1973, but NWS&T and later TasPorts have continued to service Port Latta from Burnie. *Spring Cove* replaced *Manly Cove* in 1969, and later vessels included *Fullerton Cove* which made a name for itself by being put ashore on Wivenhoe Beach after a storm broke its moorings on 31 May 2007. *Farm Cove* towed the damaged tug to Hobart for slipping.

The fleet presently operating in NW ports comprises *Korimul*, *Watagan*, *Wilga*, *Sirius Cove* and *Campbell Cove* (which may be for sale). *Korimul* appears to be principal tug for Port Latta; others transfer as required between Burnie and Devonport. There was speculation in late 2017 that a new Port Kembla based company, Engage Marine Pty Ltd, had secured the Port Latta tug contract, so it will be interesting to see what changes might result if this is the case.

### Hobart

Hobart long prided itself as a deep-water port where specialised tugs were not needed and we have plenty of photographic evidence of large ships berthing unassisted within the confines of Sullivans Cove, well into the 1950s. In a sense, the wheel has come full circle and today highly manoeuvrable cruise ships, of a size unimaginable fifty years ago, come and go without tug assistance—unless the weather turns nasty!

The first tugs were actually ferries and river steamers, called upon to tow sailing vessels into or out of the harbour. Marine Board work boats sometimes fulfilled a similar role. Though *Toorah*, the former river steamer *Ivy*, was often referred to in the 1930s as a ‘tug’, it’s doubtful if it was ever employed as such, but a post-war replacement certainly was. Ex-Army tug *Gowang* (AT1555) was purchased by the Marine Board of Hobart in 1946 from the Commonwealth Disposals Commission for use as a pilot and general purpose vessel. Brought from Melbourne, the renamed *Tawe* sometimes reverted briefly to its original role, notably assisting the freighter *American Inventor* to berth at Elizabeth Street Pier on 10 February 1949—the first recorded occasion, to my knowledge, of such a ship-handling operation in Hobart.

Tugs became a regular feature of Hobart’s harbour after World War 2, primarily as a result of Australian Newsprint Mills (ANM) establishing their plant at Boyer in 1941. This involved the use of towed lighters, carrying wood pulp to Boyer from overseas ships in Hobart and returning with rolls of newsprint for storage at a large warehouse on Pavilion Point. By 1970, 160,000 tons of newsprint was being carried annually on the 35 km journey down river.

SVK Lighterage Company, formed in the 1940s with the initials taken from the surnames of partners H Smart, R Volber and PG Kemp, worked closely with ANM and operated that company’s vessels. It was renamed Hobart Tug & Lighterage Company (HT&L) in 1951 and reconstituted as a proprietary limited company five years later. Associated concerns were Derwent Tug Company Pty Ltd and Hobart Tug Company Pty Ltd. Regardless of registered ownership, all tugs were painted the same with a black hull, cream superstructure and red funnel with black top. HT&L was acquired by North Western Shipping & Towage in August 1982, but the existing colours were retained.

ANM’s first tug, appropriately named *Boyer*, was built for the Navy as the war standard *RNT104* and operated on the Derwent for 40 years. Incidentally, *Westamar* was a sister ship and came south in 1974 as *Cape Peron*. ANM purchased a second vessel in 1950, the American-built standard Tusa class tug *Maydena*. Launceston’s *Inveresk* was another of this class, and had visited Hobart as the fishing boat *Tusa* in February 1949, prior to purchase and reconversion by the Launceston Marine Board.

*Maydena* towed the British cargo vessel *Willesden* out from Kings Pier on 19 January 1951—the first such job performed in the port by a privately owned tug—and occasionally went further afield, taking Hobart’s last coal hulk, *Jessie Craig*, to Port Davey where it was sunk as a breakwater in May 1953. A few weeks later, on 2 July, the former dredger *William Pitt* was towed from Bellerive to fulfil a similar role at Fortescue Bay. Sold in 1976, *Maydena* was converted to the fishing boat

*Tacoma* and can still be seen around Hobart. A later *Maydena*, operated by ANM from 1975 to 1987, is now owned by Backspring Pty Ltd and is still active.

*Boyer* and *Maydena* (1) were occasionally called on in the 1950s to assist with shipping arrivals or departures, but the first tug acquired by HT&L specifically for this purpose was the 36-year-old steamer *Swiftness* in 1956.

*The Mercury* of 13 June 1956 carried a report of a recent Marine Board meeting where it was announced that: ‘A powerful new tug fitted with the latest fire-fighting equipment will be operating in the port of Hobart soon... [it will have] more than three times the power of the two tugs at present operating....’ The delivery voyage from Melbourne was not without its anxious moments, as *Swiftness* ran low on coal and was forced back to Cowes on Phillip Island for extra supplies. Following conversion to diesel, this smart vessel entered service in February 1959 and became a regular sight around the Hobart waterfront until the mid-1970s. During conversion, a variable-pitch propeller was fitted. According to one source, this represented the equivalent of putting a man on the moon as far as Australian tugs were concerned in the 1950s!

Hobart’s fleet expanded with the purchase of *Kallista* (another ex Navy/Army vessel for ANM) in 1963 and the Sydney steam tug *Warang* in 1968, the latter in anticipation of the opening of a woodchip export facility at Spring Bay. *Warang* was converted to diesel propulsion over several years, and served under both its original name and as *Cape Forestier* until 1987. Its 1930s plans are in the Museum’s collection, while machinery was donated to the Australian Maritime College and the hull still lies near Kings Wharf in Launceston. Laying nearby is *Cape Bruny*, which came to Hobart from Sydney as *Wonga* in 1971, was similarly converted to diesel and worked at Hobart and Triabunna till the end of 1988.

Another two tugs arrived from the mainland in 1973: the British-built *Sirius Cove*, purchased in Sydney and renamed *Cape Raoul*, and *York Syme*, chartered from Melbourne owners until purchased outright a few years later. A decade on, the increasing size of car carriers using the port necessitated a further upgrade of Hobart’s tug fleet. The ‘Duckpeller’ tug *Shell Cove* arrived from Sydney on 2 August 1983, having been towed as far as Beauty Point by *Campbell Cove*, which was replacing *Myalla* at Burnie. Developed in Japan, the ‘Duckpeller’ propulsion system involved use of two fully rotatable drive propellers, allowing the tug to be steered without rudders and making it totally manoeuvrable, sideways as well as ahead and astern.

ANM began phasing out tug/lighter operations in favour of road transport during 1983. Carriage of paper pulp from the Hobart wharves ceased in June that year and river traffic ended altogether on 9 May

1986 when *Maydena* (2) made the final trip from Boyer to Pavilion Point.

Hobart/Spring Bay tugs over the last 30 years have included *Farm Cove*, *Sydney Cove* (1987–2016), *Tarragal* and *Keira* (both 1991–2012), *Risdon Cove* (1998–early 2000s and again in 2012–13), *Watagan* (2013–16) and *Wilga* (2016–17). All have worked at other Tasmanian ports. *Godley* came from Lyttelton in 2003 and is currently the reserve vessel in Hobart, having been joined recently by *Yandeyarra* and *Mount Florance* from Port Hedland. They are of the ‘Z-tech’ design, providing improved ship-handling performance and all-round visibility from the wheelhouse and, with a bollard pull of around 60 tons, they meet a need for more powerful tugs to handle larger ships now regularly making transits of the Tasman Bridge.

Besides *Maydena* (2), there are a number of tugboats in private ownership, principally in southern Tasmania. Backspring Pty Ltd also has *Farm Cove* and the offshore support vessel (commonly referred to as ‘tug’) *Allgo Sharapova*, a similar vessel to *Pacific Crest* and *Ocean Dynasty 138* which Offshore Unlimited Pty Ltd brought to Hobart in 2014. Yet another of this type, *Swissco 168*, is at Dover.

The wooden-hulled *Booroowang* is a Sydney tug (based on a US Army design) which has been in Tasmania since 2003 and is berthed at Kettering. Just up the road at Margate is *Wandana*, purchased from Townsville in 2017 by fish farming contractor N Bush. Tas Ocean Shipping has *Greshanne* ex *Iron Cove* at Prince of Wales Bay; it towed the hull of *James Craig* to Sydney in January 1981. This company also owned the former Royal New Zealand Navy tug *Arataki* from 1999 to 2006.

*continued on next page*

h - facing page: The long jetty at Port Latta. Photo: 2016 R Cox

i - below: *Tawe* in Hobart 23 November 1946. *Tawe* was one of the first ship-handling tugs in Hobart. Photo: MMT Collection



## Tugboats in Tasmania (cont.)

### Tugboats to the rescue

In addition to ship- and barge-handling there have been responses to vessels in distress. The following provide just a few examples: *Swiftness* assisted the Japanese trawler *Seiryō Maru No. 8*, aground off Middleton on 30 November 1966, and local vessel *Christine Carol*, grounded 80 km south of Hobart on 2 August 1969; *Warang* helped refloat *William B* at Low Rocky Point on 29 July 1971, rescued crew when the fishing boat later sank, and also towed the coastal cargo vessel *Seaway Prince* to Hobart after a fire had disabled its electrical system on 19 March 1976; and when *Mary Holyman* lost a rudder off the West Coast it was *Cape Raoul* that brought it safely into Hobart on 15 August 1984. ■

### Acknowledgements

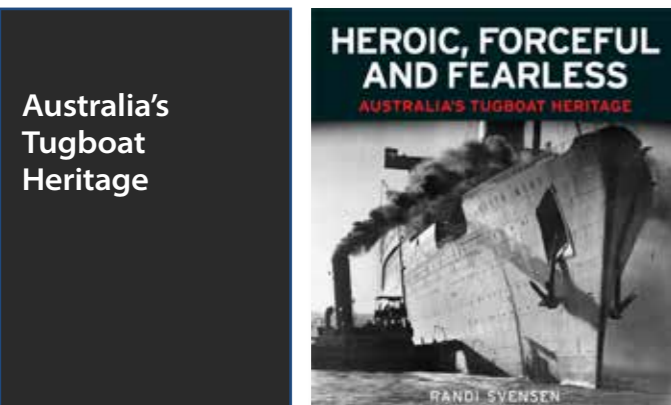
This article was written with much appreciated help from Brendon Bowes, Stephen Smith, David Cooper, Bill Burton, Dale Crisp, Buster Browne, Brian Grundy and Dion Dillon.

### Further reading

Cox, GW (1986) *Bass Strait Crossing*.

Ferrall, RA (1983) *The Story of the Port of Launceston*.

Mercer, P (1969) *Gateway to Progress*.



This is a comprehensive record of tugboats in Australia and their development through the different eras from manpower, steam and diesel to the modern vessels.

‘It was an amazing experience to go out on tugs while researching this book, which covers all states of Australia. It was commissioned by Stannard Marine and published with the support of the Australian National Maritime Museum. The aim was to have the story of tugboats in Australia on record—to raise awareness of what the industry has achieved since 1831.’

—Randi Svensen, author of *Heroic, Forceful and Fearless: Australia's tugboat heritage*. Published (2011) by Citrus Press and ANMM. Hard cover, 256 pages. ISBN 9780977535644

THE CENTRE FOR MARITIME SIMULATIONS (CMS) at the Australian Maritime College features some of the world's most advanced simulation equipment, including

- Two 360-degree tugboat simulators
- Full-mission ship's bridge simulator
- 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, and Woodside Energy.

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, a specialist institute of the University of Tasmania.

‘The major benefit of using simulators,’ said AMC CMS manager Damien Freeman, ‘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.’

### MAIN BRIDGE SIMULATOR 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.

Industry consultation in 2013 identified the need for two tug simulators in the CMS.

As a result AMC's CMS adapted the existing ‘Mini Bridge’ with three 60” look back panels and the necessary controls to create a functional Tug Bridge. Furthermore, a prototype 360 degree Tug Bridge was also constructed to assess the functionality and technology needed for a full-time Tug Bridge. The prototype was completed



CRICOS Provider Code (University of Tasmania): 00586B

RTO Code: 60131

## Tugboat simulators at the Australian Maritime College

in June 2013 and was utilised on four commercial projects with great success. AMC begun building works to accommodate two new purpose-built 360-degree tug simulators in late 2014. The new simulators were commissioned in early 2015.

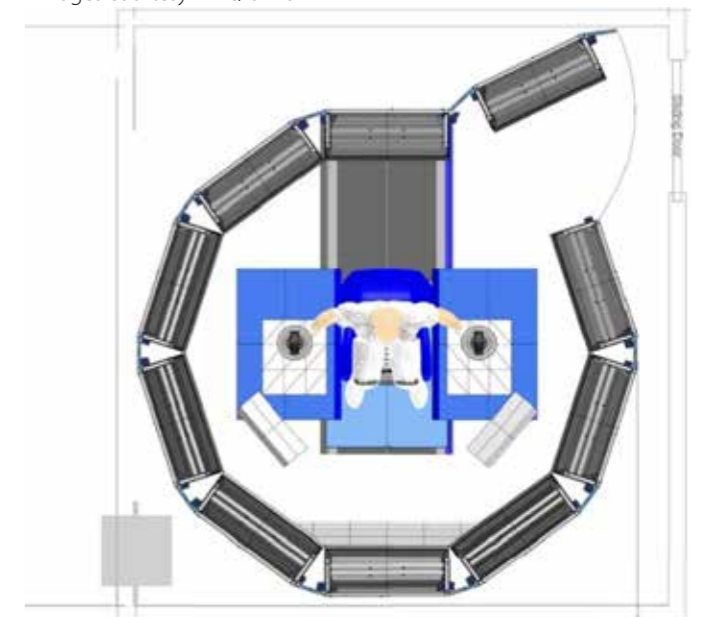
The two Tug Bridges allow Tug Masters to drive ‘Own Ship Tugs’ and interact directly with the vessels and Harbour Pilots utilising AMC's Main Bridge A. As such, clients are able to develop and assess the human interaction and efficiencies between the two groups. The CMS has also developed world leading debriefing technology to further enhance the joint exercise experience. The facility now offers Industry leading technology to help clients create safer and more efficient working environments.

Modifications to the tug simulator's hydrodynamic model have been ongoing. Extensive feedback from industry has been invaluable in enabling continuous improvements to the simulator's accuracy and reliability.

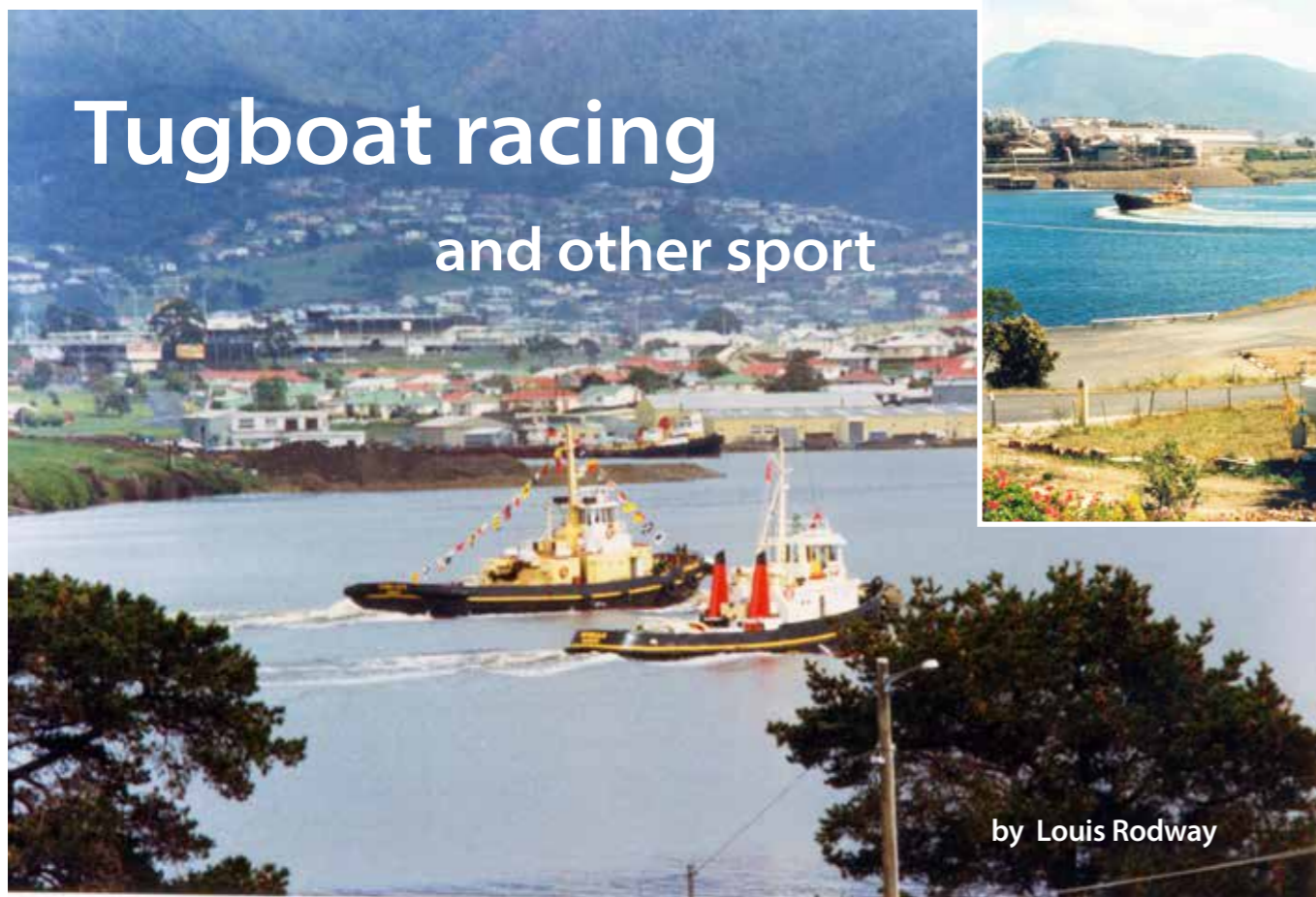
The benefit of in-house hydrodynamicists and an experienced team of simulator technicians together with unencrypted access to the Kongsberg Digitals simulators provide AMC with the ability to undertake on-the-spot modifications, thus avoiding the lengthy

delays usually encountered by operators of other simulator software. As a result, AMC has been able to continually develop the realism of our tug models based on experienced Tug Masters feedback. ■

Images above and below: AMC has two 360-degree tug simulators, which provide a totally immersive training experience. Images courtesy AMC/UTAS



# Tugboat racing and other sport



by Louis Rodway

WE DON'T SEE MANY CARS GO PAST OUR HOMES overlooking the River Derwent at Risdon, but we do see lots of boats. Years ago, the river steamers raced, and when this stopped most people thought the river racing between the workboats had finished. The tugboats had moved their berths from the APPM wharf near the Botanical Gardens to the old Transport Commission wharf at Prince of Wales Bay. This meant that every time tugs were required to push and pull a ship at the Hobart Port or the Oil Wharf, the tugs had to travel all the way from Prince of Wales Bay and then come all the way back.

Most times the tugs would travel down the river at a 'nice' speed. We could admire these handsome work vessels from our little boats as they glided past. The return trip was often a different matter. The tugs would race each other back up the river, leaving a wake for those in small boats to deal with!

Concern was raised by the rowing clubs, who pointed out that the racing tugs presented quite a dangerous situation to the rowers. Large waves created could swamp the rowing skiffs and break them. This concern was successful in actually slowing the tugs and bringing river racing between the work boats of Hobart to an end.

above: Tugboats *Myella* and *Storm Cove* racing on the River Derwent  
inset: Hopper barge *Anson* doing a reverse doughnut  
Photos supplied by the author.

Editor's Note: This is an extract from a longer article 'A quiet little place' by Louis Rodway, first published in *Maritime Times of Tasmania* No 43, June 2013, pp 12-13. right: *Anson* Photo: R Cox

Risdon, the quiet little place, does not have noisy cars whizzing around like some places. Occasionally a carload of yobbos will spin around doing doughnuts all over the car park area, just to check if their driving skills have improved. Then we had yobbos whizzing around doing doughnuts—on the river!

The tug *Cape Bruny* was out, swirling around Risdon doing several doughnuts at speed before heading back to Prince of Wales Bay at full speed. It was possibly being tried out as part of sales negotiations, because soon after this photo was taken, it disappeared. Later it was seen tied up in the River Tamar, where it has slowly rusted away.

Another time, *Anson* was used to demonstrate how clever it is to do doughnuts. Normally, *Anson* would slowly leave the Zinc Works with a load of jarosite, dump it at sea, then return to take another load. It was such a familiar sight, you didn't notice it. When the old *Anson* started spinning around doing doughnuts, it was such an unfamiliar sight, you did notice it! ■



## SUBMERGED Stories of Australian Shipwrecks

THIS EXHIBITION, A JOINT TRAVELLING EXHIBITION hosted by the Australian Maritime Museum Council (AMMC) and Australian National Maritime Museum (ANMM) was recently launched at Dover Museum and Art Gallery.

SUBMERGED: Stories of Australian Shipwrecks is a selection of shipwreck stories from around Australia (coastal and inland) designed to be displayed in a variety of museum and non-museum spaces, such as schools and libraries. Choosing 12 stories out of 65 submissions was a tough call, but the display includes representation from every state and territory, with Tasmania punching above its weight with three stories! A variety of vessel types, incidents and eras are covered. The Governor of Tasmania, Her Excellency Professor the Honourable Kate Warner AC opened the exhibition in front of 100 people on Sunday 18 February. Dover's volunteers have done an excellent job installing the exhibition in the Old School House, adding their own stories and objects to enhance the display, which was one of the prime objectives of the project. Please do call in and see it.

THE DOVER MUSEUM & ART GALLERY is open Saturdays and Sundays from 10am until 4.30pm and the exhibition is on display until 30 April.



above: the Welcome sign at Dover.  
below: Visitors at the Exhibition in Dover. Photos: John Wadsley

## Tasmanian Art Quilt Prize 2018

Theme – *EBB and FLOW*  
Exhibition of Finalists  
Venue: Maritime Museum of Tasmania

Wed 2 May – Sat 2 June

9.00am – 5.00pm daily  
Entry: \$10.00 (\$8.00 Concession)

Sponsored by **BERNINA** Australia,  
The Tasmanian Quilting Guild Inc. and the  
Maritime Museum of Tasmania

## Carnegie Gallery – forthcoming exhibition

THE THIRD TASMANIAN ART QUILT PRIZE will be held in 2018 in the Carnegie Gallery in the Maritime Museum of Tasmania. This year the theme is 'Ebb and Flow' and an exciting new category of 'Textile Sculpture' has been introduced. This most prestigious event is organised by a dedicated group from the Tasmanian Quilting Guild Inc. It is biennial and entrants are invited from across Australia. The official opening of the exhibition of finalists is to be held on Tuesday 01 May and the exhibition itself will run from Wednesday 02 May until Saturday 02 June.

The Tasmanian Art Quilt Prize of \$3000 is sponsored by Bernina Australia.

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# Tasks *for* Tugboats

Clockwise from above:  
CARGO SHIP *Matija Gubec*; tug *Cape Forestier*  
Hobart, 20 May 1978. Photo: K Barr

TANKER *Palanca Muscat*; tugs *Wilga* and *Yandeyarra*  
Hobart, 30 December 2017. Photo: R Cox

PRIVATELY OWNED *George* a wooden tug (built 1958)  
Hobart, 10 February 2011. Photo: R Cox

CRUISE SHIP *Pacific Explorer*; tug *Yandeyarra*  
Hobart, 30 January 2018. Photo: R Cox

BARGES; tug *Maydena*, mid-1960s. Photo: K Barr

FERRY *Mirrabeena*; tug *Maydena*  
Kettering, 4 September 2011. Photo: R Cox

TUGBOATS *Warang*, *Wonga* and *Sirius Cove*  
Hobart, 19 January 1973. Photo: Nancy Jacobs

NAVY Destroyer HMAS *Hobart* on the River Derwent  
Hobart, 9 February 2018. Photo: R Cox

Central image: tugs *Watagan* and *Campbell Cove*  
Burnie, 11 December 2017. Photo: Dale E Crisp

Tugboats are strongly built, powerful craft with a lower draught than other vessels and a greater width to length ratio. They are equipped with winches, towslines and firefighting hoses.

TasPorts maintains a fleet of tugboats based at Hobart, Launceston, Devonport, Port Latta and Burnie. Tugboat simulators (p. 10) at the Australian Maritime College are used in training.

A few tugboats, like *George*, ex *Macpete* (1958) above, have been 'retired' and are privately owned. They can often be seen in Hobart, especially at the Australian Wooden Boat Festival.

When the Bruny Island ferry *Mirrabeena* was beset with mechanical problems, the tug *Maydena* helped with the berthing at both sides of the crossing.

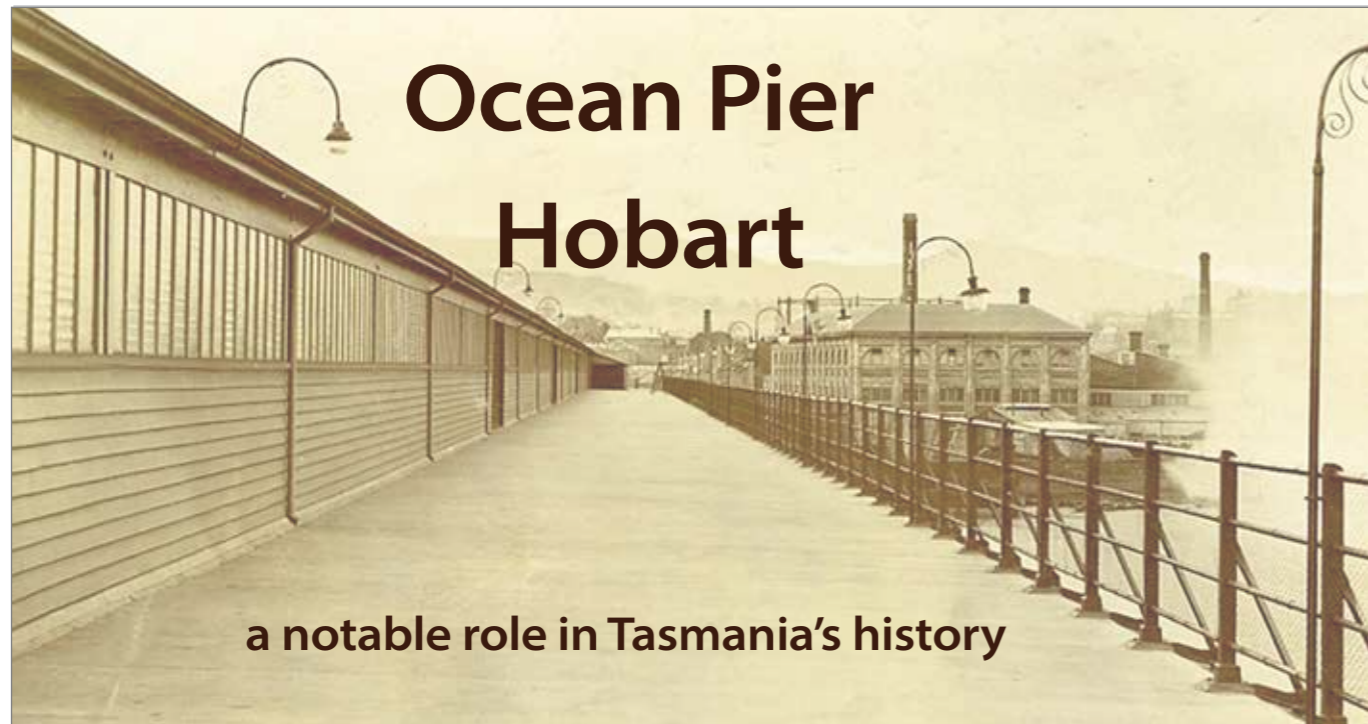
Tugboats can be called to assist with a variety of vessels, including: cargo ships, cruise liners, tankers, navy vessels, research ships (MTT 61 p. 7), barges and, in an emergency, a ferry. They can also assist with firefighting (p. 19), and with rescue operations (p. 10).

In a note to the editor, one MMT member wrote: 'I knew the first series of tugboats in Hobart well ... Skipper X would take me out on his tugboat in the early 1970s. I used to take the day off school to go out on the tug.'

Who wouldn't if given the chance? Two other intrepid members planned a day out on a tugboat in February but it was postponed. We hope to bring you that report in a future issue of *Maritime Times*.







Promenade Deck, Ocean Pier looking toward Hunter Street, ca 1914

Photo: WJ Little

by Rex Cox

14 MARCH 2018 MARKS THE 70th ANNIVERSARY of a spectacular fire that almost destroyed the Port of Hobart's iconic timber-built Ocean Pier—notable, as we shall see, for both its sheer size and the well-known ships that berthed there. While many people can still recall where they were on that day in 1948 (a bit like JFK's assassination or the Tasman Bridge disaster), memories of the pier's earlier life are now fading. I was fortunate during the 1980s to talk about it with older Museum members who brought to life the uniformed porters who appeared with their luggage trolleys whenever a passenger liner came alongside, or the boys selling streamers on the wharf for a 'streamer farewell'. Some even remembered getting splinters under their nails as they scrambled to recover pennies (this was the lean 1930s!) thrown onto the wooden decking by passengers aboard ship.

But to begin at the beginning ...

*The official opening of Hobart's new mammoth wharf, henceforward to be known as the Ocean Pier, was performed yesterday morning with much enthusiasm, in the presence of thousands of spectators....*

Thus, *The Mercury*, 3 March 1914, began its lengthy report on the inauguration of the port's latest, and finest, asset. The new wooden pier was built on the site of Hunter Island and Old Wharf, the birthplace of the port. Its inner end would have covered vestiges of Kings Wharf, the first stone wharf built in the port (1822), and also the spot where barracks had housed convicts employed in reclamation work around the Cove (ca1830–1850). Among structures to disappear during the building of Ocean Pier were Zeehan (formerly Miles) Wharf and the berth for the Bellerive vehicular ferry *Kangaroo*, which was shifted to the inner end of Princes Wharf.

Construction of Ocean Pier was one of several recommendations by HD Walsh, Engineer in Chief of the Sydney Harbour Trust, who prepared a report for the Hobart Marine Board in 1911 on shipping facilities required to meet the trade boom of those halcyon days just prior to World War 1. Other names considered by Marine Board wardens for their new pier were Denison, Empire and even Gigantic, though the latter may have fallen out of favour following the *Titanic* disaster.

The Port of Hobart Improvement Act 1910 had set the scene for major port expansion. It authorised reclamation work on Macquarie Point and diversion of the Hobart Rivulet from its century-old course along what is now Evans Street, so that it would now run through a tunnel opening into the river near the Regatta grandstand. This major engineering project would allow the building of five large piers and an enclosed dock on Macquarie Point, but the outbreak of war and a subsequent trade depression meant that Ocean Pier was the only part of this grandiose scheme to materialize, and it remained the northern limit of the port proper until 1939. Reclamation work on Macquarie Point continued slowly through the 1920s and '30s and was resumed after World War 2 to create the port we know today.

The idea of improved port facilities in this area was not entirely new; in 1888, Captain ET Miles had suggested extending Old Wharf with a pier 500 feet (152.4 metres) long at the end of Hunter Street, but he could hardly have envisaged the huge structure that eventually occupied the site. The first of 13 000 timber piles for the new pier were driven in July 1912, with the project in the hands of consulting engineer NR Hutchison. Three berths were to be provided. Ocean No. 1 was actually a wharf, backing onto Hunter Street (where Macquarie Wharf No. 1 and the MACq 01 Hotel are now located), while No. 2 (the pier itself) extended about 230 metres

into the river and 369 metres of uninterrupted berthing space was provided on the southern side, with a minimum low water depth of 11 metres at the inner end and 18 metres on the outer. At high tide, 19.5 metres was available here and the imperial equivalents of these figures—60 and 64 feet respectively—were painted proudly and conspicuously on the end of the pier.

Two sheds were provided. The outer (No. 2) was especially interesting—a two-storey structure with a flight of steps leading up to an asphalted observation deck, which ran along both sides for more than the full length of the shed. This provided an excellent vantage point from which to welcome, farewell or simply view the great liners, as well as a place of embarkation or landing for first-class passengers (other classes had to be content with a gangway near the stern of the vessel, at wharf level). No. 1 shed was built after the pier's completion. Originally single-storey, it was heightened in 1920 to accommodate a wool store.

Railway lines on both sides of the pier connected it with nearby railway yards at Macquarie Point. This was the first time that any section of the port had been served by rail and its value soon became apparent. The first ship to come alongside—Shaw Savill's *Mamari* on 17 January 1914—brought 1700 tons of steel rails from Britain for the state system and on 1 February the British tramp *Coniston Water* began discharging part of its case oil cargo into railway wagons for dispatch to Launceston.

*Mamari's* arrival was suitably recorded by *The Mercury*, without any sparing of superlatives: 'Although not heralded by a flourish of trumpets, nor made the occasion of a cake and wine banquet, the arrival of the Shaw Savill liner *Mamari*, at the new pier on Saturday afternoon, marked a new era in the history of Hobart as a deep-sea port ... [it] is the first boat [!] to be berthed at Hobart's mammoth pier, which is now open, to all intents and purposes, for traffic ... A number of spectators watched the arrival of the *Mamari* from the gigantic wharf, which dwarfs all its neighbours, standing out in bold relief against a background which has few rivals in the Southern Hemisphere.' A *Mercury* reporter interviewed *Mamari's* master, Captain RA Kelly, who said he was 'much impressed with the proportions and equipment of the new pier. He has seen nothing better in Australasia, and admits that Hobart's new wharf outrivals anything to be seen at Wellington, New Zealand, probably the best-equipped harbour in the way of wharves in the Southern Hemisphere.'

Governor of Tasmania, Sir William Ellison-Macartney KCMG, officially named Ocean Pier on 2 March 1914, and Lady Ellison-Macartney (Ettie, sister of Antarctic explorer Captain Robert Scott) performed the ribbon-cutting ceremony. Alongside for the occasion was White Star Line's *Ceramic*, which had berthed early that morning after anchoring in the stream overnight. Appropriately, it was then the largest and longest passenger ship on the Australasian service and had only been completed the previous year.

The new pier soon became a setting for notable events. Transports *Geelong* and *Katuna* embarked the first Tasmanian AIF contingent, with their horses and



March 1915 – Sailing ship *Medway* (obscured) at North Ocean Pier. *Medway*, built in Scotland in 1902, was a 300 foot, four-masted barque, and a Cape Hornier. Ships *Tainui* and *Tasmanian Transport* at South Ocean Pier.



April 1924 – Battle cruiser, HMS *Hood*, 860 feet 7 inches (262.3 metres) at South Ocean Pier during a visit by the Royal Navy's Special Service Squadron. It was then the largest warship in the world.

March 1935 – Passenger and cargo ship SS *Orford*, 647 feet (197.2 metres) at Ocean Pier. All photos from the Rex Cox Collection.



## Ocean Pier (cont.)



equipment, there in October 1914, and were quickly followed by New Zealand troopships also on their way to the Middle East. In more peaceful times Ocean Pier was the berth for several royal yachts. The battle cruiser HMS *Renown* brought Edward, Prince of Wales, and his ADC Lord Louis Mountbatten to Hobart in 1920, and the Duke and Duchess of York seven years later. The Duke of Gloucester landed from HMS *Sussex* in November 1934. Battle cruiser HMS *Hood* (then the largest warship in the world) berthed on 27 March 1924 during a visit by the Royal Navy's Special Service Squadron.

Many well-known passenger liners were also to be seen there between the wars. Among them were Cunard's cruise ships *Carinthia* and *Franconia*, while ships of P&O and Orient Line were a familiar sight, particularly during the fruit season. The three-funnelled, white painted *Strathaird* and *Strathnaver* appeared in the early '30s, followed by Orient Line's 'new look' *Orion* and *Orcades* with their corn-coloured hulls and single funnels. It was not unusual to have two passenger liners alongside at the same time, though rare for both to belong to the same company. Orient Line achieved this distinction at least twice, with *Otranto* and *Orama* sharing the pier 25–27 March 1937, followed by *Orford*

and *Orama* (again) on 8 April 1939. Among other callers were some with an unusual profile: these included the Italian motor vessels *Remo* and *Romolo*, which in the fashion of the day had an exhaust pipe in place of the conventional funnel and, by contrast, Alfred Holt's *Nestor* and *Ulysses*, carrying enormous funnels that rose 75 feet (22.9 metres) above the boat deck.

Ocean Pier was not just for the glamorous ships. It also handled huge quantities of cargo during its lifetime; the inner end was used principally by coastal traders while larger overseas cargo vessels tied up on both sides of No. 2. Shell tanker *Saxicava* delivered Hobart's first bulk oil consignment at Ocean Pier in November 1927, inaugurating a new discharge facility in the open area between the sheds, linked by pipeline with the Shell Company's storage tanks at Macquarie Point. This was largely superseded in 1939 by the opening of the Oil Wharf near the Regatta Ground.

World War 2 brought more famous visitors, including the giant aircraft carrier USS *Saratoga* in March 1944 and North Atlantic liners *Nieuw Amsterdam* and *Ile de France*, operating as troop transports, in 1942–43. Slipping into Ocean Pier on the night of 5 November 1942, the French liner was the largest merchant vessel to actually berth at Hobart up to that time.

Disaster struck the pier around 5 pm on Sunday 14 March 1948. A fire broke out among wool bales in No. 2 shed, which also contained apples awaiting shipment to Britain by the cargo liner *Drina*. Smoke from the blaze hung in a pall over the waterfront and could be seen from all parts of Hobart, attracting a large crowd of onlookers. Changing winds caused the fire to spread rapidly and before long both the shed and about 122 metres of the pier had been destroyed. The other shed, stacked with newsprint, was saved by cutting a firebreak in the wooden decking and by 4 am on 15 March the situation was under control.



## Tugboats in action

Firemen used two tugs, the Marine Board's *Tawe* and ANM's *Boyer*, and a naval launch to fight the flames from the water. Dramatic film footage of the fire can be viewed on YouTube, courtesy of the Tasmanian Archives and Heritage Office (TAHO).

<https://www.youtube.com/watch?v=D9q8mnhLhZ0>

## Apples

As for the fruit, the contents of about 50 000 cases had been scattered far and wide. 'Vigilant' reported in his *Mercury* column on 16 March that: 'foreshores and beaches within miles of the city were strewn with apples ... although some were badly charred, others appeared to be in perfect condition and were soon commandeered by householders.' Bill Foster watched the fire that afternoon from across the Cove at Princes Park. He was crewing on a yacht, which left Sandy Bay next morning for delivery interstate, and remembers the trip down river being quite hazardous because of large pieces of floating timber from the burnt-out pier. There were also hundreds of apples in the water; he scooped one up, thought it looked all right and bit into it, only to find that it tasted bitter because of the effects of heat and smoke.

Damage to Ocean Pier put great strain on a port already plagued by strikes and a shortage of berths due to slow turnarounds. In addition, full-scale fruit exports, disrupted since the outbreak of war, resumed in 1948. The Port Huon Wharf had deteriorated to such an extent that it had been closed to shipping, and all fruit had to be loaded in Hobart. The Marine Board acted quickly to overcome the crisis, renewing part of Ocean Pier and having the shed from the condemned Port Huon Wharf transferred to it. It also reconstructed and enlarged Kings Pier, and modified the Macquarie Point Oil Wharf to handle other cargoes.

## A short reprieve

Ocean Pier in its shortened form provided 213 metres of berthing space on the southern side (enough for two average sized coastal freighters) and 122 metres on the other. North Ocean became one of the port's dedicated coal berths from September 1949, when Huddart Parker's *Goulburn* unloaded consignments for the Tasmanian Government Railways and the Hobart Gas Company. It was an ideal location, close to the rail yards and the gas works, and provided with rail access. By this time reclamation work was well underway for a proposed new wharf at Macquarie Point, just to the north of Ocean Pier. *The Mercury* reported on 7 September 1949 that about 60 000 tons of blue metal and 40 000 tons of sandstone had gone into the work so far. This site would ultimately become Macquarie Wharf No. 2, opened in 1958.

Ocean Pier's reprieve was only temporary, but during that last decade it still played host to the occasional large visitor, including aircraft carriers HMAS *Sydney* and HMAS *Vengeance*. The Orient passenger liner *Orion* returned to berth there four times, *Oronsay* and *Orsova* once each. The outer part of the pier was removed in late 1956 and early 1957 as Macquarie Wharf No. 2 took shape, and a section of the shed that had been transferred from Port Huon was moved again to become a Marine Board depot at the outer end of



Evans St. This was finally demolished ca 1986 to make way for the present Port Control tower. By early 1959 Ocean No.1 was also coming down; it had been last used on 15 December 1958, when the island trader *Naracoopa* shifted from there to Queens Pier. Before long a new concrete apron and shed for Macquarie Wharf No. 1 had arisen on the site and Ocean Pier was just a memory after 45 years. ■

## Postscript

Coincidentally, 2018 is the 60th anniversary of the opening of Macquarie Wharf No. 2 which, with the later No. 3 extension, now operates as Hobart's dedicated cruise ship terminal. It was officially opened on 1 May 1958, as a high point of the Marine Board's centenary celebrations—and *Orion* was alongside for the occasion.

facing page, top: The burnt-out No. 2 shed is at right, with surviving No. 1 shed at extreme right. The proximity of the fire to the oil installations is apparent. Rex Cox Collection

facing page, lower: A crowd gathers to watch the 1948 fire that almost destroyed Ocean Pier. MMT *Mercury* Collection

above: The extent of Ocean Pier prior to the fire is shown with dotted lines on a 1954 map. Dept. of Lands and Surveys, Government of Tas.

below: On Franklin Wharf is a replica plaque commemorating WWI volunteers who left from Ocean Pier on 20 October 1914. The original plaque, situated in No. 2 Shed on Ocean Pier, was presumably lost in the 1948 fire. Rex Cox Collection



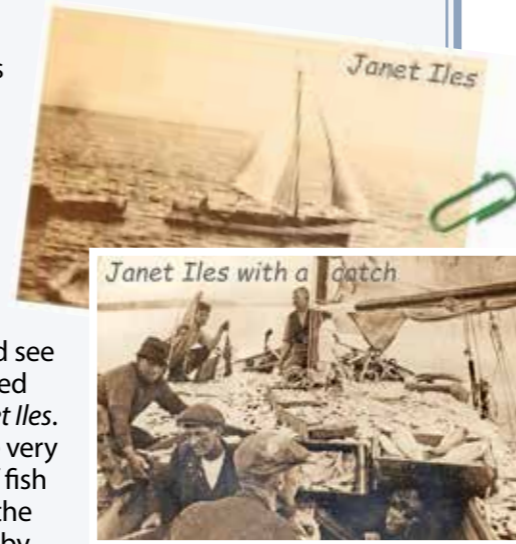
# a note from *Port Welshpool*



Port Welshpool & District Maritime Museum - Cnr Turnbull and Townsend Streets, Port Welshpool, Vic.  
phone: 03) 5988 6173  
email pwmmuseum@gmail.com

Recently, the Port Welshpool & District Maritime Museum celebrated another mile stone in its history. For 40 years it has been operating as a museum open to the public. Over that time there have been many caretakers who kept the museum open, cared for the grounds and welcomed many a visitor.

The house started life as a family home for Mr William Smith and his bride Elizabeth in 1881. William had grown up in Port Albert but, when he was a young man and after the death of his father, his mother and some of his siblings decided to move to Western Australia, but William set his sights on Port Welshpool, where he could see the potential of the Port and the fishing industry. In 1914, William asked White Bros of Williamstown to build him a boat which he named *Janet Iles*. He fished Bass Strait with his two sons Richie and Arnie. They became very well known for their knowledge of the area and for the big catches of fish they sent to market. William wrote to the Government and asked for the rail times to be changed to allow their large catches of fish to be sent by train to Melbourne so that city people could enjoy fresh fish.



William and his sons studied the different fish as they cleaned them, to know what the fish ate, which told them where the fish lived. Mastering the ways of Mother Nature and the waters of Bass Strait and Corner Inlet, was another challenge for the Smiths, but they learned well and many a boat was saved by the men.

William's interest in the marine world extended to his having many fish cured and mounted in glass cases along with shells and other interesting bits from the ocean floor. His daughters made necklaces by threading shells and the necklaces are also displayed in these cases. At one stage, these glass cases were taken to Melbourne and exhibited in a Bank in Elizabeth Street so that city folk could be educated about what the ocean had to offer.

Sadly, his eldest son Bruce died in the First World War. He, and another young man from the port, who also died in that war, are remembered in the memorial garden of the museum with the shields that were organised by the townspeople of the time and which were once on display in the Port Welshpool hall. The hall was destroyed by fire many years ago and never rebuilt, but these memorial plaques survived.

In the late 1970s Arnie, the last surviving son, was suffering ill health. He gave the land, house and contents to the Shire of South Gippsland so that history could be preserved for future generations. The house and its wealth of history and contents along with the boat *Janet Iles* all take pride of place at the corner of Turnbull and Townsend Streets, Port Welshpool.

Over these last 40 years the house has been kept open as a museum by a wonderful group of volunteers and continues to open on weekends from 12 to 4 pm.

THE PORT WELSHPOOL & DISTRICT MARITIME MUSEUM IS THE TOWN'S 'JEWEL IN THE CROWN'.

## World Sail Trainer of the Year

### Congratulations to Captain Sarah Parry – *Windeward Bound*

You've seen *Windeward Bound* berthed at Hobart or maybe sailing with other Tall Ships, or on training runs, but did you know that, at the annual awards ceremony of the Sail Training International Tall Ships Conference held in December 2017 at Bordeaux, France, Captain Sarah Parry (*Windeward Bound*) was awarded the prestigious World Sail Trainer of the Year for 2017?

This distinguished, and much coveted award is presented to a professional sail trainer who is recognised by their international peers as having constantly delivered an exceptional sail training program for young people at sea.

'This great honour frankly blew me away ... in no small way the honour also belongs to the entire group of wonderful young (and older) people, past and present, who make up the entire crew, both afloat and ashore of our great ship. Our collective success is due to our collective efforts, and the continuing support, both financial and practical, of the entire Tasmanian community. Congratulations to all.'  
—Captain Sarah Parry.



More about the ship and the work at [www.windewardbound.com.au](http://www.windewardbound.com.au)

## knot so hard

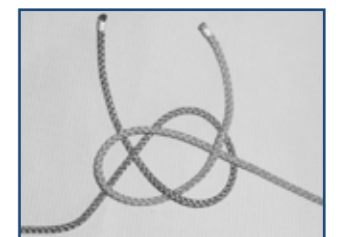
a series by Frank Charles Brown

### No 45 – Breakwell Tart

This bend is another utilising two Thumb Knots combined in a particular way. I have only seen it in H Asher's *The Alternative Knot Book* and from my limited experience with it, I cannot see it becoming very popular. However, it is reported to be easy to undo after being strained, but is not recommended for use with thick, stiff rope.



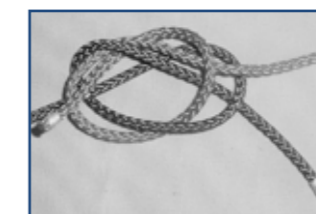
BT-1. Form a loop.



BT-2. Form a loop with the second rope passing it as shown above.



BT-3. Make a Thumb Knot with the second rope.



BT-4. Make another Thumb Knot.



BT-5. Take up the slack and dress the knot.

# notes from the curator

by Rona Hollingsworth



## A Tribute to Commander David Hamilton

I was very sad to read of the death in November of a great benefactor of the Maritime Museum, Commander David Hamilton. In the early 2000s David offered the Maritime Museum his Commanders' uniform jacket from the Fleet Air Arm. This was the beginning of a long association by email and phone, which resulted in the donation of intriguing artefacts, financial support – and also many humorous emails which he forwarded on from his wide circle of friends.

David's donations over the years included several artefacts now in our Treasures Case, valuable naval swords, scrimshaw, numerous maritime books, and some fascinating documentary and pictorial items. He also provided funds to purchase artefacts for the collection and to help fund the construction of our Treasure's Case. With his financial backing, we were also able to make a reasonable bid (well over the reserve) for a remarkable visual diary from a very significant early Tasmanian voyage to the UK. Unfortunately, it sold for over £10,000 above our highest bid!

David began his career at the Royal Naval College, Dartmouth, graduated in 1943 and was involved in a number of operations in Europe and SE Asia near the end of the War. He then trained as a naval pilot, gaining an enviable reputation for a vast number of safe landings. He had a very eventful life and was writing his memoirs. I'm not sure if he finished them but some very interesting early anecdotes can be found at <http://www.naval-history.net/WXMemoirHamilton.htm>.

The Museum will certainly miss David's support and I will miss our email 'conversations'.

Commander Hamilton is pictured (above, left) with the Governor of New South Wales, Professor, the Hon. Dame Marie Bashir (centre), and his wife Mrs Erella Hamilton OAM.

The *Zealandia* bell (above) was purchased at auction with the support of Commander Hamilton. It was featured in the December 2016 issue of *Maritime Times of Tasmania*, p 24.



Tugboat *Wybia* at Launceston in 1887 (see page 6). Photo Rex Cox Collection



*Wybia* (2) and *Yorktown* in Launceston in December 1976. *Wybia* (2) was Launceston's principal ship-handling tug from 1967, and had a bollard pull (or towing power) of 20 tons—nearly three times that of its predecessor. Photo: K Barr

# high and dry

by John Wadsley, Maritime Heritage Coordinator

## Life in our Museum is busy these days.

We have seen a significant rise in visitation at the Maritime Museum from October through to January. And our fantastic exhibitions are certainly drawing people in, especially the recent Bennett photographs. But we do more than just open the doors every day to allow in the hordes. We are busy in many other ways. So I thought it was about time I dwelt on some of the popular programs we offer for children.

Each year we take many school groups, both local and interstate, on informative (and hopefully enjoyable) tours of our Museum's displays. Some schools come to see us year in, year out, such as Alamanda College from Victoria. On their annual school trip, we are a permanent part of their itinerary. Sometimes schools just want to see our exhibits, but often they use us to delve into aspects of the national history curriculum, particularly for Years 3, 5 and 9. Exploration, navigation, colonial Tasmania, the First Fleet and whaling history are popular themes, which we can develop more fully through our existing displays. A number of our volunteers are experienced with school tours and they do a fine job.

With our school holiday programs, we are always looking for interesting themes to offer for children. Our focus is on 7–12 years of age. And we have lots of fun thinking up good ideas in our Education Group meetings (always helped with scones supplied by Kath). A selection of our recent programs includes 'Life on the *Lady Nelson*', 'Yacht Make and Race Day', 'Nautical Fun and Games', 'Maritime Signals, Codes and Safety'. Our last program was on whales, whaling history and whale conservation. It was great to see the children really become engaged with the topic. While it was a gruesome, disgusting and smelly business, we feel it is so important for children to understand that early Hobart owes much to the whaling economy. We had lots of fun drawing full-size outlines of humpback and right whales next to Con Dock (in chalk, so no damage!) and talking about whale conservation today.

It makes the job so much easier when you have a number of ex-teachers to handle the tough questions ... although they are far too keen to send me to the naughty corner!

We also have resident artist Louis to provide great artwork for the activities. And don't forget we have our wonderful Animal Hide and Seek brochure to help children and families stay entertained on their journey through the Museum. Did you know you can find over 25 different animals in our displays? We hope to do even more once we have created the multi-use space off the Carnegie Gallery, which will be perfect for activities with children.



One of our happy groups with a whale painting by Louis



What do whales eat? ... Krill!

## Drawing a life-sized humpback whale



Photos: John Wadsley

So a big thank you to the hardy band of volunteers who make this all happen. They include Margaret, Christine, Kath, Natalie, Louis, Emerson, Rex, John S, Gerald, Michelle, Tiiu, Lauren and Willa.

## from the galley

The oyster joke last issue seems to have been as easily digestible as the recipe. In fact, I've been challenged to find more recipe-based jokes. Fortunately, having a daughter who enjoys jokes and riddles means that it hasn't proved too difficult to find one more, for which I crave your indulgence. The bigger challenge has been to find a maritime connection.

Salad is misunderstood and generally gets a bad press. A pub in Hobart had a sign outside for a while that declared 'Alcohol: because no good story starts with a salad!' My mum would often serve ham salad to bemused guests as the 'vegetarian' option, while my dad would never consider a meal with salad as 'dinner'; it was merely 'lunch' or 'tea' depending on the time of day with the implicit expectation that a proper 'dinner' would be served at some point.

But salad is endlessly adaptable. From a basic bowl of leaves with an oil and vinegar dressing to elaborate piles of noodles and raw fish finished with ginger and soy, you can pretty much make a salad from whatever is moving around the slowest in the drawer at the bottom of the fridge (as Douglas Adams might have said). If you haven't even got time to do that, then plastic pots of a variety of salads are now staples of the supermarket chill cabinets, or you can buy a salad roll of rice and fish or meat and call it sushi.

One of the most popular salads remains the Chicken Caesar salad, which was invented in the 1920s by an Italian chef working in southern California and northern Mexico. One Fourth of July, Caesar Cardini found his kitchen running short of provisions and so improvised with whatever he could find; the result, as they say, is history and has been endlessly reinterpreted.

The joke?  
What do you call a hen looking at a lettuce?



## CHICKEN CAESAR SALAD

### INGREDIENTS

2 chicken breast fillets about 500g  
2 tablespoon olive oil  
2 slices of white bread for the croutons  
1 garlic clove  
1 large lettuce, or a couple of cos lettuce  
150g bacon sliced into small strips  
3 hard-boiled eggs  
parmesan cheese  
anchovies to taste

### Ingredients for the dressing

1 cup of whole egg mayonnaise  
1/2 cup parmesan cheese—freshly grated  
2 tablespoons fresh lemon juice  
1 teaspoon Worcestershire Sauce  
1 teaspoon Dijon mustard  
1 garlic clove finely chopped  
2 anchovy fillets (optional)  
a few tablespoons of milk  
(to adjust consistency if necessary)  
salt and pepper to taste

### METHOD

Slice the chicken breasts to about 1 cm thickness. Sprinkle with salt and pepper and add to frypan on medium heat with a tablespoon of olive oil. Cook for 5 minutes then turn and cook on other side for 2 mins. Remove from pan, cover and allow to sit while you prepare salad, then cut into slices.

Preheat the oven to 180 C. in preparation for the croutons.

Add the bacon to the frypan and cook to crispy. Remove from pan and place on paper towels to absorb oil.

Prepare the croutons. Toast the bread lightly in the toaster. Rub cut garlic on both sides of the toast. Remove crusts from the toast and cut slices into cubes. You'll have about 1 cup of croutons. Drizzle a teaspoon or two of olive oil over the croutons and add salt to taste. Bake in pre-heated oven until lightly browned.

Place ingredients for the dressing in a food processor and blend until smooth, starting with 2 tablespoons of milk. Adjust salt and pepper if desired, and add more milk if you want a thinner consistency.

### Put it all together

Tear or cut up lettuce as you like it. Place lettuce in a bowl with half the sliced chicken and half the sliced fried bacon. Add the dressing and toss the salad. Top up with the rest of the chicken and bacon, then the croutons. Garnish with the grated parmesan and anchovies. Place the boiled eggs around the edge.

And, if you insist on a maritime connection, eat overlooking the sea.

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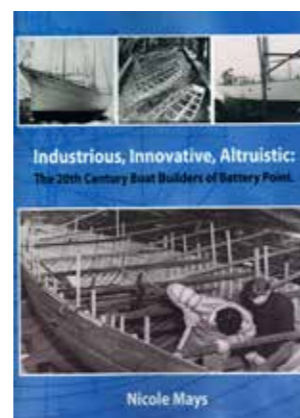
# book reviews

by Clio

## INDUSTRIOUS, INNOVATIVE, ALTRUISTIC: The 20th century boat builders of Battery Point

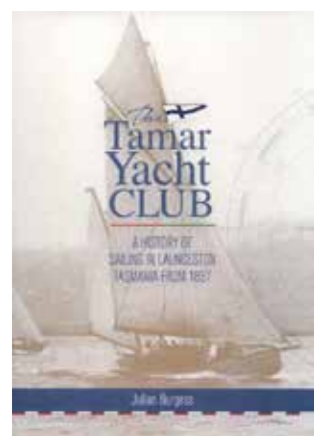
In 2014, Nicole Mays published *Spirited, Skilled and Determined: The Boat and Ship Builders of Battery Point 1835–1935* (reviewed in *Maritime Times of Tasmania* No. 50 p. 7). That book has proved to be an invaluable research tool in the Museum's library, and in many other libraries, and has spawned a very active Facebook discussion group.

Nicole has now followed up with a second volume: *Industrious, Innovative, Altruistic: The 20th Century Boat Builders of Battery Point*. Taking the same format as the first publication, this book's chapters explore individual builders or yards, detailing their work and output. Lavishly illustrated using photographs from a variety of sources, and with a comprehensive index allowing searches by boat, person or place, this volume is sure to prove as popular and as useful as its predecessor.



by Nicole Mays (2017)  
Hobart: Navarine Publishing  
ISBN 978-0-9923660-4-9  
366 pp. paperback  
map and illustrations

## THE TAMAR YACHT CLUB: A history of sailing in Launceston Tasmania from 1837



by Julian Burgess (2017)  
Publ: Christopher Green  
ISBN 9780994160843  
208 pp. paperback

Long-time member and past Commodore of the Tamar Yacht Club, Julian Burgess is also a very experienced journalist, so was well placed to write a history of yachting on the Tamar River and, in particular, the Tamar Yacht Club, one of the oldest yacht clubs in Australia. His meticulous research has revealed that yacht racing commenced on the Tamar River near Launceston in 1837 and for a number of years formal regattas were held quite regularly. Apparently a number of attempts to establish a club were made in those early years, but the Tamar Yacht Club as we know it today was most likely established in 1887.

The Club has been pivotal to the development of yachting in Northern Tasmania and many of Launceston's wealthy businessmen participated in the sport in the early days. In that era, the major event was the North versus South Cup where a yacht from the Tamar Yacht Club would race one from the Royal Yacht Club of Tasmania. In the first of these races TC Archer, who owned Woolmers wool-growing estate, transported his yacht *America* on a dray pulled by four horses to Hobart. It was accompanied by two crewman riding bicycles. The journey took four days. Subsequent journeys were done by train and a coastal trader.

The Tamar Yacht Club joined with the Royal Geelong Yacht Club of Victoria to run Australia's first major ocean race. The course was across Bass Strait from Queenscliff to the mouth of the Tamar River and the trophy, the Rudder Cup had been donated by Mr Thomas Fleming Day, publisher of the well known American yachting magazine *The Rudder*. Mrs Bennell, wife of the winner of the race thought the race was too dangerous so she confiscated the Cup and it was not found for many years. But this did not deter Eric Massey from being the first Tamar Yacht Club entrant in the Sydney to Hobart Ocean Race when he competed in the second event in his yacht *Wanderer*. Following WW2, the Tamar Yacht Club recognised that there was a need for a small sailing dinghy which could be easily constructed by relatively unskilled amateurs. They developed the eleven-foot Tamar Class Dinghy. Many of Tasmania's top competitive and cruising yachtsmen commenced their careers in this dinghy including Ken Gourlay who, in 2007, broke the record time by an Australian sailing single-handed non-stop around the world.

Since the Tamar Class was developed, the Club has kept abreast of the development of junior sailors by adopting modern dinghies such as the Moth, the Sabot, the Optimist and the Laser. In later years the Club has developed a very modern marina and club house at Beauty Point but has retained its headquarters in Launceston. It certainly is a club that has kept abreast of the times in sailing and in facilities for its members. The Club has adopted the SB20 which is a class currently at the forefront of competitive sailing.

Burgess's very thorough research reveals that the Tamar Yacht Club can be proud of its contribution to yachting in Tasmania. His book is certainly a captivating read.



## Kelly – a new pilot boat –

### Part of TasPorts' 10-year Fleet Renewal Program

On 01 February 2018, the Tasmanian Ports Corporation (TasPorts) launched its new state of the art \$2.7 million pilot vessel at a naming ceremony in Hobart. TasPorts' Chief Executive Officer Paul Weedon said that 'TasPorts is investing in tugs, pilot launches and work boats to ensure the safety of employees and port assets while improving service to customers. We are building our pilot launch fleet to support the increasing freight task and the significant increase in ship movements in Tasmania. Last year alone, over 250 ships called at Hobart, and over 1.5 million tonnes of freight has moved through the port.'

The TasPorts' Fleet Renewal Program was developed in 2014. The Program aims to improve the safety of employees, port assets and support the growth of customers with an efficient and reliable fleet including tugs, pilot vessels and work boats. TasPorts has also invested in renewing our tug and work boat fleet. Two tugs have been acquired to the fleet in Hobart. The pairing of *Yandeyarra* and *Mount Florance* (the blue tug in the photo above) has significantly increased the capability of the tug fleet.

A key milestone of the Program is the build of three pilot launches, *Paterson* in Bell Bay, *Hellyer* in Burnie and *Kelly* in Hobart. The total investment for the three pilot launches is over \$7 million.

*Kelly* is named after Captain James Kelly who circum-navigated Van Diemen's Land in a whale-boat and is credited with discovering Port Davey and Macquarie Harbour. His legacy lives on in Hobart in Battery Point's Kelly's Steps.

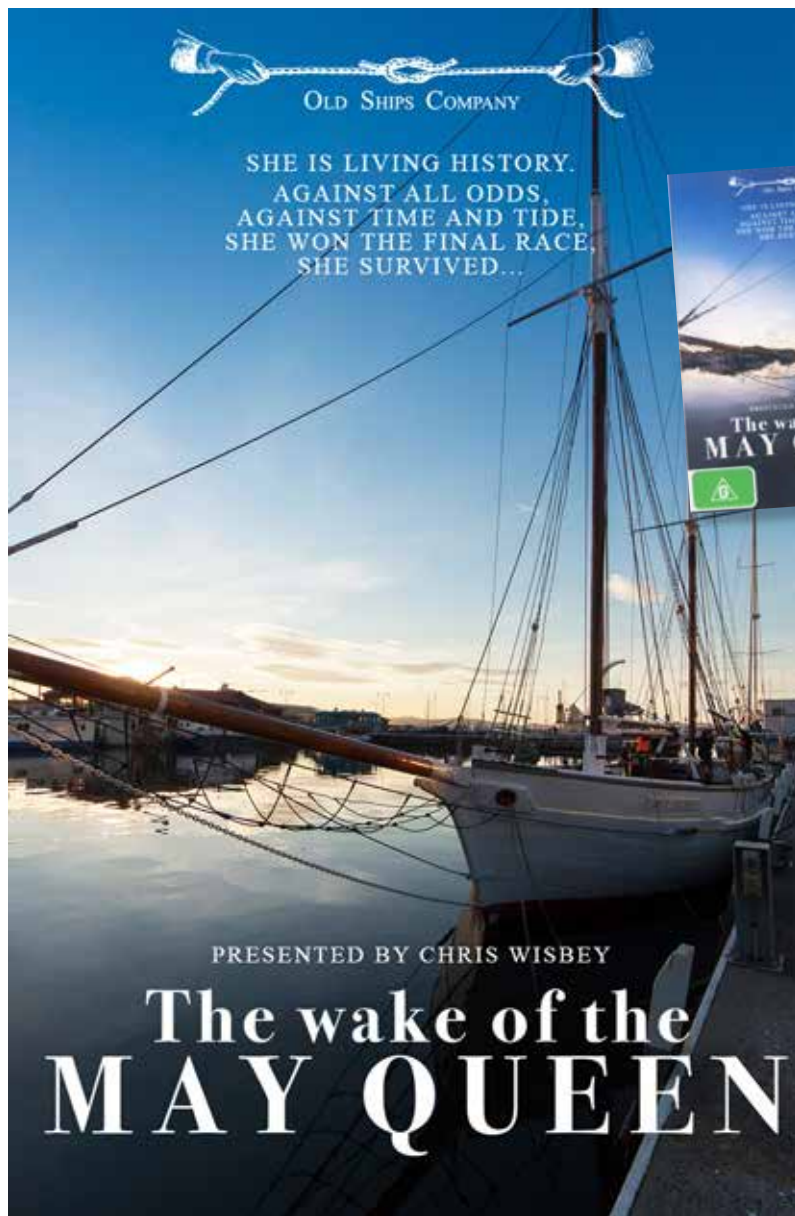
*Kelly* is a purpose-built state of the art pilot launch vessel, built by Hart Marine. It has

- a service speed of 25.5 knots and a range of 415 nautical miles at service speed
- a top speed of 32 knots
- an overall length of 17.3 metres,
- a displacement of 26 tonnes, and a draft of 1.66m
- Key safety features include self-righting capabilities if capsized and an infrared camera which can pick up heat at night in a 'man overboard' situation.
- An innovative beak-bow design provides enhanced sea-keeping characteristics, reducing stress and fatigue for crew from pitching and rolling in rough water. The conditions in which our pilot vessels operate can be extreme.

Information and image supplied by TasPorts

## TasPorts' New Pilot Boat

right: TasPorts' new pilot boat *Kelly* at Hobart. More on p. 27. Photo: Rex Cox

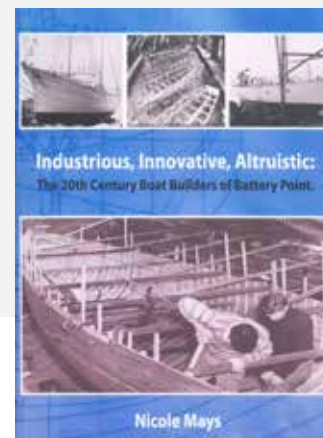
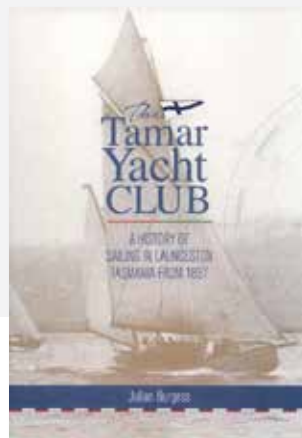


### DVD – The Wake of the *May Queen*

Broadcaster and passionate boat lover, Chris Wisbey, tells the story of the trading ketch *May Queen* as it is readied for its 150th birthday. Chris details the glory days of ‘hard yakka’ and regatta races to the years left rotting in Sullivans Cove. But this boat was always special and the film shows how the community rallied behind efforts to save this much loved local hero.

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## New Books



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