

Special Interest Articles:

- ❖ WANDERINGS OF THE "WANDERER"
- ❖ CRUISE SHIPS IN PORT
- ❖ THE WANDERER REPLICA PROJECT
- ❖ VAL BARBERS FAREWELL
- ❖ MARGARET SHEAVES A LIFE MEMBER
- ❖ A TENACIOUS CREW
- ❖ LEVIATHAN AWARD
- ❖ JULIE'S NEW ROLE
- ❖ KITTY HAWKS DOWN
- ❖ SEHGI VISIT CHRIST CHURCH MONAROO

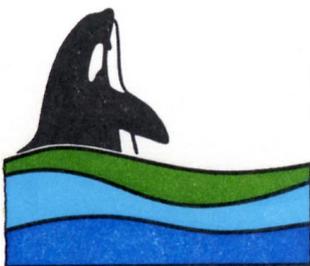


Congratulations to all our volunteers and dedicated museum staff – we won gold at the 2016 South Coast Tourism Awards!

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Wanderings of the 'Wanderer'

When Ben Boyd's beautiful yacht RYS "Wanderer" sailed into Sydney harbour on the 18th of July 1842, the movers and shakers of the colony were very impressed. Crowds of spectators lined the cliff tops as the schooner "Velocity" fired a welcoming salute.

Benjamin Boyd, entrepreneur with his artist friend, Oswald Brierly, sailed from Plymouth England on the *Wanderer*, formally an Admiralty yacht of 240 tons purchased in 1841 and under the command of Captain Bushby RN. They arrived at Melbourne on the 15th of June and then sailed on to Sydney. Ben Boyd was feted by the governor Sir George Gipps in civic receptions where he presented his credentials. A London stockbroker, Boyd previously wrote to Lord John Russell detailing his plans for 'further developing the resources of Australia and its adjacent Islands'. Boyd's schemes were financed by his funds and those of the Royal Bank of Australia investors formed in London in 1839. Debentures of £200,000 were sold and this sum was taken by Boyd to Australia.

His arrival at Port Jackson was preceded by the steamers *Seahorse*, *Juno*, *Velocity* and *Cornubia*, with supplies for his ventures. They worked the coastal route from Twofold Bay to Hobart Town. By May 1844 he had become the largest land owner in the colony.

Boyd owned 14 stations in the Monaro and 4 in the Port Phillip Bay area. He had 2,500,000 acres in his control for a trifling annual license fee, and ran

160,000 sheep and 10,000 cattle. Desperate for workers he suggested ticket-of-leave convicts from Van Diemen's Land could be used. This failing he brought Tanna and Lifu Pacific Islanders in as shepherds 'They had all put their marks on contracts that bound them to work for five years and to be paid 26 shillings a year, plus rations of 10 lbs of meat a week, and two pairs of trousers, two shirts and a kilmarnock cap'.

The shipments of islanders proved to be a disaster so Boyd walked away from them. Twofold Bay became his coastal base to ship out wool, tallow and livestock. He set out two townships and at East Boyd established a whaling station with nine boats and crews. Large sums of money were spent on a tower intended to be a lighthouse but later used for whale spotting and a jetty. A visitor noted its Gothic church with a spire, commodious stores, well-built brick houses, and "a splendid hotel in the Elizabethan style". In a census of 1849 only 49 people were listed as living in Eden town, whereas over 200 resided in Boydtown. Boyd himself spent little time in Twofold Bay preferring to operate from his property in Neutral Bay, Sydney. Struggling to keep his empire afloat Boyd, when the *Seahorse* was wrecked he threw more funds at two hopeless lawsuits trying to retrieve £25,000 of insurance. The bank shareholders were horrified when all the capital



was lost and there was a deficiency of £80,000. Overreaching himself due to his methods of financing his many ventures in 1849, he was declared bankrupt.

He decided to try his luck on the Californian gold fields. On October 26th 1849 the *Wanderer* sailed out of Port Jackson she accidentally lost her best bow anchor on the reef, 'as a parting legacy', wrote Boyd, 'to the colony in which I had hoped for so much, and though in part succeeded, yet in the main failed through little of my own fault'.

In June 1851 after proving unsuccessful on the diggings Boyd, the *Wanderer* and her tender *Ariel* sailed from San Francisco to visit the Hawaiian Islands. On the 15th of October he reached Guadalcanal in the Solomon Islands, going ashore in the morning to shoot game. Shots were fire and he was never seen again. It is believed that he was killed by natives.

His party, after a lengthy search, sailed for Australia, but on 12th of November 1851 the *Wanderer* was wrecked in a gale off Port Macquarie. Wrote Webster, 'it seemed as though an evil fortune brooded over the yacht; and in one short month after the death of him whose pride she had been, the wanderings of the *Wanderer* were at an end'. To commemorate the 150th anniversary of Boyd's disappearance, a scale model of the *Wanderer* was created for the museum.

Cruise ships in Port

The cruise ship season is gathering momentum with 9 ships due in the New Year. Pacific Jewel steamed in on New Year's Eve and, with the Christmas holiday crowd, swelling numbers almost wore our shop staff out as visitors lined up out of the door. "The World" – the only ship to

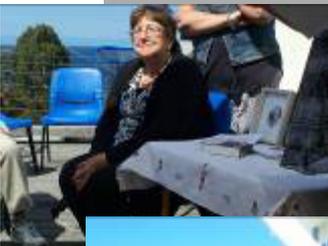
have more crew than passengers. We still maintained a presence on the wharf for the less than 200 passengers expected. 3 domestic and 4 international ships are still to come this season. Thanks to our volunteers for their hard work! If you would like to volunteer - call Bob at the museum on 64962094.



Sea Chanties his specialty!



Wanderer model by Ian Whiter



The Wanderer Replica Project

The Wanderer Replica Project is a non-profit, community run operation set up to build a 25m full scale replica of Benjamin Boyd's 1837 topsail schooner *Wanderer*.

Only in Eden could such an amazing task like this be conceived and executed.

Drawing on the talent and expertise of local craftspeople and dedicated helpers a shipyard has been established at Boydtown, Twofold Bay, adjacent to the historic Seahorse Inn, originally built for Boyd in the 1840's. The original *Wanderer* (launched in Cowes England in 1837), was a 140-tonne two-masted topsail schooner, approximately 90 feet overall, 14ft draft, flush decks. She boasted 13 guns, a luxury fit-out and sailed the world's

oceans.

Wanderer Replica's volunteers have been tirelessly working, wading through all the red tape associated with building a 19th century ship to meet 21st century passenger carrying ship design and safety regulations, stability criteria and hull form.

The President of the *Wanderer* Replica Project committee, Morrie Lynch is a well-known Eden shipwright. Morrie is taking charge of the construction phase of the *Wanderer* replica. He emphasises that the project aims to provide employment, education, training and tourism opportunities throughout the build process as well as when she is a sailing concern.

Mr Lynch believed the *Wanderer* was originally built as a brigantine then the rig was

converted to a topsail schooner to make it easier to handle on the trip out to Australia. They had no construction plans for the vessel but used measurements from the model held by the Boyd family in the UK. Peter Lowe, a naval architect in Sydney was appointed to draw the plans to be presented to the maritime surveyors for approval to build the vessel.

As the first tall ship built in Twofold Bay, the *Wanderer* replica will keep the legacy of traditional shipbuilding and Eden's nautical past alive. This tall ship will take students and passengers to sea, with classes in tall ship sailing, marine ecology, maritime history and programs encouraging teamwork and responsibility.

Farewell to the Barber family – a tribute to Kevin

It was with much sadness that we farewelled Valma Barber last year at a memorial gathering under the sails at EKWM for her much loved husband Kevin who had passed away.

With family and friends present, his daughters read out a wonderful eulogy, giving the people of Eden and friends of EKWM a

chance to review his life and achievements.

Many of us were unaware of his background and all the work he had put in at the museum and Eden. Val was also active in many local organisations.

Her decision to leave Eden to be closer to her family was a big step and she leaves

behind many close friends at the museum and in the district. We all miss her voice on local radio and her energy in the groups she worked in including the Eden singers and Meals on Wheels. She donated a great deal of her time helping out at many EKWM fund raising functions and events.

Margaret a Life Member

Margaret Sheaves looked a little surprised when over 40 guests and friends gathered to celebrate her 80th birthday. Pinning a life membership badge onto her scarf, Jack Dickenson made a speech about her 25 years of service to the museum. Jenny Drenkhahn stepped up, presenting her with a lovely bunch of blooms and her certificate.

With great passion she works as a volunteer for Meals on Wheels, View, the Eden

Singers, SEHGI and the Australia Day Committee. Her fun way of chairing our friends meetings is always memorable.

A pearl beyond price, her hand is constantly raised to help out at the museum.

Joining the Eden singers in a rendition of "Margretta Tread the Grapes with Me" we chuckled as, on her second go at blowing out the candles on her cake, she shared her wish of living on to 100. A keen bush walker and swimmer we all believe she has a good chance of getting there!





A Tenacious Crew

Watching tall ship *Tenacious* steam into Snug Cove passing cruise ship *The World* was an amazing sight.

The world's largest wooden hulled tall ship *Tenacious*, weighing in at 586 gross tons, was built in England by the Jubilee Sailing Trust to be fully accessible for persons with disabilities. She was launched on the 1st of September 2000 at Southampton and has wheel chair lifts, a speaking compass and a joy stick to allow people with limited dexterity to steer the ship. Since its inception in 1978 the Jubilee Sailing Trust has strived to enable people of all physical abilities to sail. In the early 1990's it was becoming clear that their mission was becoming increasingly popular.

The Jubilee Sailing Trust's ship

Lord Nelson, commissioned and specifically designed for the trust, was unable to continue to supply the growing demand. In July 1995, the National Lottery awarded the trust 65% of the estimated cost of building *Tenacious*. Initial funding secured, the project was fully underway.

In Aug 1996 volunteers of all physical abilities enjoyed helping the shipwrights in the construction of the ship. Built upside down, the wooden hull was finally turned the right way up on the 23rd October 1998.

Prefabricated sections were put in place, including the fixed bunks designed to be wider on the bottom bunk to enable wheelchair-users easier access.



On Thursday the 3rd of February 2000 *Tenacious* was ready to leave the yard. tug boats took *Tenacious* to Vosper Thornycroft to have the masts and yards fitted.

On the 6th of April 2000 *Tenacious* was officially named in a ceremony attended by HRH the Duke of York.

Sailing across the world, the crew of 50 include 12 professional sailors and experienced volunteers working alongside a trainee crew of mixed physical abilities, including some in wheel chairs.

Check out their web site if you are interested in sailing on *Tenacious* while she is in our waters.



Tenacious sails into Snug Cove January 5th 2017



The first Leviathan Award

This year we celebrated Christmas under the sails at the Museum with the ladies from the Eden Lions Club providing tasty finger food.

The first Leviathan Award for community support was presented to local surveyors Rob and Helen Webb for their work on so many aspects of our building projects over the years. Every surveying situation at EKWM was

executed by Rob and Helen, who generously donated their time and expertise. The Eden Men's Shed designed the award, featuring an orca breaching, using local timbers.

Rob and Helen's son James, an astrophysicist working in Canberra, designed and made the timer which flashes the call sign EDEN in our lighthouse. Both James and his brother Mark, a sea going Pilot, were students at Eden High School.

Julie enjoys her new role

Julie Williams pictured right fondly remembers trips to Eden when she was five with her family. Her father John Ireland, as a young man, was apprenticed to local builder Alan Whiter. He decided to move back to Eden 10 years ago and Julie followed from Brisbane 2 years ago. For some time she has been working in our museum shop and now her role is extended to working some hours in the office with Bob. She is a "very happy camper" as her passion for the museum now gives her more scope. She, along with our crew of volunteers, works to make our cruise ship visitors happy, merchandising our stand on the wharf and smiling at customers as she serves them in the shop. When she finishes for the day she enjoys a swim at the beach.

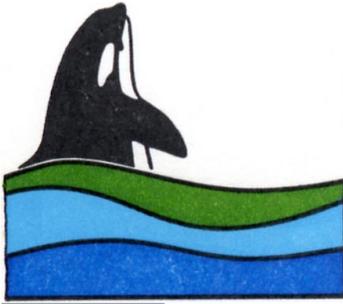


Jeff Swane presents a tribute to the work of Rob and Helen Webb at the EKWM Christmas party.



It's A Frame Up! Jack Dickenson makes a striking picture while handing leaflets out on the wharf.





COMING EVENTS:

**JAN 26TH
AUSTRALIA DAY
FUN RUN —
ENTRIES AT EKWM**



**FEB 11TH SEHGI
MEETING AT
BERRIDALE**

**FEB 13TH PACIFIC
EDEN IN PORT**

**KITTY HAWKS
DOWN EXHIBITION**

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Kitty Hawks Down

A must see in the Founders Gallery is a new exhibition – Kitty Hawks Down.

On the 28th of March 1942 four American Curtis Kitty Hawk aircraft on a training flight from Fairburn Airfield East of Canberra became hopelessly lost in a white out of fog. It is believed two of the aircraft clipped wings resulting in fatal crashes near Eden and Wonboyn. One plane landed safely at Berridale, the other on Aislings Beach then transported to Boydtown by oyster boat. The Whiter family operated a telephone exchange there which proved a godsend to the military personnel. Richard Whiter told his son Allan that the pilot taxied his aircraft down to Nullica at the northern end of Boydtown Beach at low tide, where he had a clear runway of about one mile to get airborne southbound - but,

alas, the pilots nerves locked up on him owing to the loss of his mates, and he hit a small wave causing the aircraft to flip up on its nose bending the propeller.

Lt. John Musial's aircraft hit the top of an angophora tree before crashing off the Wonboyn Road near Eden in New South Wales. Local Police Constable Willard, and some local residents, retrieved Musial's body and brought it back to Eden.

Lt. Takala was killed when his aircraft hit a ridge on the western side of Mount Imlay, near Eden. It exploded on impact. Roy Mitchell, a nearby farmer, who saw and heard the accident rang the local police. Mr. Mitchell grabbed his rifle and rode to the crash site. He was unsure whether he would find a crashed enemy aircraft or a friendly one.

This informative, beautifully displayed museum exhibition provides a wealth of information on this event. A coronial inquiry into the deaths of the pilots was later held in Eden. Congratulations to Jody White our curator and her team.

SEHGI visits Christ Church Monaroo

SEHGI's November meeting took them on an excursion to Christ Church Monaroo.



Possibly the oldest building in Cooma and the oldest church on the Monaro, Christ Church is tangible evidence of the earliest settlement of the region. Designed by Bishop Brought, the first and only Bishop of Australia, it is a quaint building reminiscent of English country churches. It is a landmark in the small valley and respected by the all community. It is one of an important group of stone churches built throughout the Monaro from 1845 until about 1970. When Cooma's development became centred around Lambie Street within ten years Christ Church was

only being used for morning services. When St Paul's Church, Cooma, was completed in 1869 Christ Church rapidly fell into a state of dereliction. In 1926 it was used for a service during the Cooma Centenary Celebrations and the Chamber of Commerce and Parish Council decided to restore the church. In 1936 it was reconsecrated and used by a number of Christian denominations. Over the years the interior of the church has been modified with new seating arrangements introduced however circa 2007 the pews from 1926 were discovered in a community hall and returned to their original location. The cemetery is the resting place of some of the area's earliest pioneers.



EDEN KILLER WHALE MUSEUM		
SCHEDULE OF MEETINGS:		
EXEC PANEL MEETING	3PM 2 ND THURSDAY	MUSEUM LIBRARY
CURATORIAL MEETING	2PM 3 RD MONDAY	MUSEUM LIBRARY
FRIENDS MEETING	9.00AM 3 RD WEDNESDAY	THEATRETTE