

EDEN KILLER WHALE MUSEUM / 02 64962094 / EMAIL promo@killerwhalemuseum.com.au

Special Interest Articles:

- ❖ SOUTH EAST OF BIMMEL
- ❖ 90 YEARS OF COLLECTING
- ❖ THE JOURNEY OF THE NEREUS
- ❖ LADY PIRATES ON THE TAMAR
- ❖ VOYAGING WITH BASS AND FLINDERS
- ❖ LEST WE FORGET
- ❖ STREETScape EXCAVATIONS
- ❖ LET'S GO TO THE CANDELO SHOW
- ❖ DIRE STRAITS

South East of Bimmel



Rob Whiter very kindly sent on this lovely photo and story about the mural recently completed and entitled South East of Bimmel –
A 3 year campaign by the Friends group at Eden

Killer Whale Museum came to fruition on Wednesday when a beautiful coloured mural was erected onto the end wall of Eden Scout Hall.
The artist, Stanley Squire, who spent part of his boyhood at

Edrom and attended school in Eden is to be congratulated on a finely detailed work. All visitors alighting from their vehicle for a closer look will be treated to sound effects from the hundreds of Bell Birds resident in this area.

As space allows, there will possibly be the additional wording “Welcome to Eden” above and below also in local indigenous language with an opening later after Easter in consultation with Stan.

90 years of Collecting and Still Going Strong

This exhibition which opened on the 22nd of April features close to 120 collection items, including photographs in two slideshows operating in the galleries.

The display has been designed to show items that either are making their inaugural public display, or items that haven't been seen in a very long time.

The themes are Working on the land / Blacksmithing / Domestic chores / Wedding costume / General Stores / Last drinks (hotels) / Eden & TB Rifle Club / Sailing and the Sydney – Hobart

yacht race.

Subthemes are: Unusual agricultural tools, bullock teams, local drovers, local blacksmiths, wedding costume worn by women associated with general stores (Hazel Bennett & Hilda Ramsey – wife of Charles).

The Twofold Bay Waltzes are also playing against the hotel history slideshow.

The other AV is the short compilation I did for the Lifeline display regarding the 1998 Syd-Hobart disaster.

Also on display for the

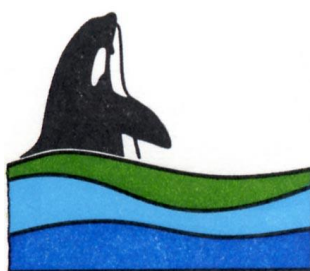
first time is a beautiful pewter trophy awarded to Capt Bourn Russell Jnr for his sailing dinghy (16ft & under), *Torpedo*, awarded to him in 1891.

I have kept text and historical facts to a minimum, as I've designed the exhibition to be a talking point among visitors... hopefully they will share with each other what type of things they have seen and/or used before.

Here are the AV youtube links for what is featured alongside the collection items

<https://youtu.be/JsAVzVs-isE>
<https://youtu.be/0Z4lCrTU4Ho>
<https://youtu.be/jF7h65fwdvo>

Jody White Museum Collections Manager.



The Journey of the Neureus

This tall tale but true by Don Walton appeared in the Tamar Valley News April edition. My interest was piqued by the mention of Eden in the report of the voyage. The *Nereus*, a 687 gross ton bucket dredge built in Scotland in 1897 was purchased by the Penguin Salvage Co in 1930 for €525. The Leven Harbour Trust later negotiated to purchase the dredge for €2,500 then requested that she be overhauled then delivered to Ulverstone, Tasmania which increased the price to €4,000. On the 9th of January 1931 she was granted a permit to leave Sydney and was due to arrive in Ulverston at the end of the week but two hours later with ports to the accommodation leaking she put into

Botany Bay for minor repairs. Setting off again rough weather forced Captain Muir to put into Jervis Bay for shelter. A little further south frightened by spray down the stokehold fiddley the crew demanded the captain put into Huskisson. Five members of the crew refused to go any further and the Navigation Dept. ordered the *Nereus* could only proceed under tow or accompanied by an escort. Eight crew members later submitted a letter giving notice that the vessel was unseaworthy.

A new captain and crew signed on but the accompanying launch turned off at Montague island where the put into Eden for coal supplies *Nereus* departing on the

21st of January. 30 miles west of Cape Everard she struck adverse weather conditions with fierce headwinds and had to return to Eden for more supplies.

It was hoped that she could leave Eden under tow on Tuesday the 10th of February and, with ordinary weather be in Ulverston the first thing on Friday morning. The tug would be unable to enter the Leven and the dredge with a full crew could steam in. 'Nereus' Ulverstone. Left Eden with 11 crew under tow by tug 'St Olaves' and capsized due to water leak into her port bunker. The lives of Keith Fitzgerald and Harold Scarborough, Captain and Mate respectively, were lost when *Nereus* foundered in Bass Strait on Thursday February 12, 1931 some 18 miles north of Tamar Heads. Ten survivors were rescued in an exhausted state by the crew of the towing tug *St Olaves* .



Benjamin Hurst Kelly, chief mate, says he is an American. He arrived in this colony as chief mate of the *Albatross*, a South Sea whaler Captain Haskins. Richard Edwards, second mate, Joseph Erdmans, seaman, a mutineer of the *Venus*, came out from London. Each man among Thomas Ford and William Foster took part in it and to (Kelly in a native of Rose Hill in this colony), Richard Thompson, a soldier, Thomas Richard, a convict, formerly a sailor's mate on H.M.S. *Onica*, proceeded to desert on the 10th of the 18th of the month of the 1806, and a quantity of necessary stores, the property of that settlement, and sundry other property, belonging to private individuals.

Lady Pirates on the Tamar

In 1796 two female convicts, Charlotte Badger and Catherine Hagerty, were among the 12 miscreants who stole the *Venus*. Through their romantic association with mutinous crew members, Badger and Hagerty quickly became known as pirates and sailed with the stolen ship to New Zealand. Charlotte Badger was born in 1778 in Bromsgrove, a small village outside Worcester in England. Her father was a labourer and the family probably struggled to make ends meet. In desperation, 18 year old Charlotte stole a number of small items, including a silver coin, from her employer. "The persons

under-mentioned and described did, on the 16th day of June 1806, by force of arms and violently and piratically take away from His Majesty's settlement of Port Dalrymple, a Colonial Brig or Vessel called the *Venus*." The notice went on to name and describe about a dozen mutineers. Last on the list were two women: "*Catherine Hagerty, convict. Middle sized, fresh complexion. Much inclined to smile. Hoarse voice. Charlotte Badger, convict. Very corpulent, full face, thick lips, infant child.*" Later, the *Gazette* published official depositions from people who witnessed the mutiny, including the

ship's captain who said the leaders of the mutiny were the first mate, the pilot of the ship and a soldier. The two women convicts are hardly discussed at all aside from a mention that Catherine Hagerty was "cohabiting" with the first mate, Benjamin Kelly, and had thrown some papers overboard.

It seems strange that the captain didn't say much about the two women given that a 1895 newspaper article depicts both Catherine Hagerty and Charlotte Badger taking an active part in the mutiny, armed with swords and pistols.

A tall tale of the Tamar. This information was inspired by a visit to the Bass and Flinders Museum.



Voyaging with Bass and Flinders

Jenny Drenkhahn suggested we visit the Bass and Flinders Museum after calling in at the George Town Pilot Museum, as Eden's links with the George Bass boat race and Matthew Flinders voyage are strong.

George Bass and Matthew Flinders were both born in Lincolnshire and sailed to New Holland in 1797 taking part in explorations of the area. They sailed/rowed out of Port Jackson in the *Tom Thumb* a replica is on display at the museum. The Governor gave them the recently 'acquired' *Norfolk*, their task being to discover if Van Dieman's Land was an island. Both returned to England, married, then came back to Australia for more exploration.

Bass retired from the Navy and went into Merchant Shipping then was lost at sea. Flinders

stayed in the Navy and was imprisoned as a 'spy' at the French island of Mauritius.

In 1998 Bern Cuthbertson re-enacted the Bass and Flinders journey sailing the replica *Norfolk* he and his team of Hobart volunteers had constructed. The hull is Huon Pine, the mast and deck Celery Top Pine. Trunnels, or treenails, hold the vessel together. The *Norfolk* was a very generous gift from the John Gunn family. On its way along the coast a freak wave hit the ship and they lost all their navigational and communication gear. Thankfully the canvas sails were down which saved them. Thanks to Bern's relationship with George Town the *Norfolk* has a home there.

Ken Gourlay's solo round the world journey is also featured in a day-by-day display. He completed his trip from 6th of November 2006 – 6th of May 2007.

street was recognized by some visiting tourists as the one from their army unit and it is now getting a face lift and some restoration to return it to its former glory. We were there to see it unveiled by Senator Jacqui Lambie at the ANZAC service in Beaconsfield.

Do yourselves a favour and visit the EKWM shop and

Kathleen Cashion – a local lass started to signal ships entering the Tamar when one ran aground in the 1930's and a light was installed. Captain Huntley of the *Tarooma* suggested she learn semaphoring with flags by day and morse code with a signaling lamp by night.

She signaled to every ship sailing up and down the Tamar and could pick up vibrations from them like a water diviner and could tell which ship was coming before it arrived.

In 1939 Admiral Collins asked her to provide warship trainees with an opportunity to practice their signaling. She was the only civilian in the British Empire given permission to signal ships despite a ban on signaling.

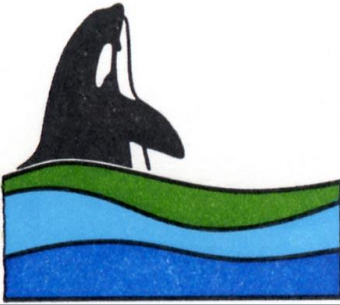
In 1951 she moved with her family to Riverside within hailing distance of passing tugs. With her departure many ships officers and men continued to send her letters till the end of her life.

George Town Pilot Museum

check out all the ANZAC displays and gifts and don't forget to use your **Dine and Discovery vouchers** which are accepted by EKWM.

Volunteers are needed to help work on 4 **Historic Site Markers** on the Eden Fishermen's Club Property which has recently hanged ownership and may be renovated.





COMING EVENTS:

2ND FEB —
OUT OF THE BOX

15TH MAY SEGHI
MEETING



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WE'RE ON THE WEB!

SEE US AT.

www.killerwhalemuseum.com.au

Streetscape Excavations

Bit by bit the changes to the intersection in near EKWM have progressed and the result will make it a much safer crossing for museum visitors.

I thought it might have

unearthed some treasures much like time team and wondered if our Museum Collection Manager Jody White might have been keeping an eye on proceedings.



Let's Go to the Candelo Show

The SEGHI meeting and AGM on Saturday the 15th of May will be a 'show stopper'. It will be held at the Candelo Showgrounds with Judy Winters giving a tour of the historic show pavilion and show

memorabilia. Certificates from pervious show winners will be on display and many will have memories of their wins at local shows. Mine was the floral saucer way back in my primary school

days.

Historian and Genealogy expert Pat Raymond will provide information on some significant graves in the cemetery adjoining the show grounds.



Dire Straits

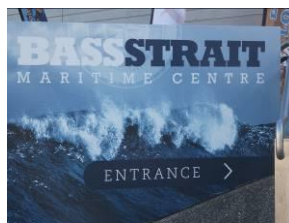
Our last must see before boarding the ferry is the Bass Strait museum in Devonport and there was the story of the *Eden Holme* – the last wool clipper to sail in 1906.

She anchored off Low Head to ready to receive a cargo and after setting sails she struck the notorious Hebe Reef and was stuck there. Most of the cargo and the ships fittings were removed. After a stormy night, with a

strong North Westerly gale, residents of Low Head noticed she had gone overnight with the waves breaking the hull in two. At low tide only the poop and forecastle head were visible.

Bass Strait is between 50-80 metres deep and Hebe Reef just off the mouth of the Tamar River has claimed many ships and many will remember the terrible oil spill that killed seabirds in the area.

In 1802 the French Government sent explorer Baudin to investigate Bass Strait and Governor King then sent Lieutenant Robbins south in the schooner *Cumberland* thwart any colonising. Robbins entered Sea Elephant Bay, King Island and found Baudin's ship at anchor. He quickly launched a long boat and flew the Union Jack from a gum tree firing three volleys in salute using gun powder borrowed from the French. The flag flown for the 1st time on Australian soil was upside down.



EDEN KILLER WHALE MUSEUM

SCHEDULE OF MEETINGS:

BUSINESS MEETING	3PM 2 ND WEDNESDAY	MUSEUM LIBRARY
CURATORIAL MEETING	2PM 3 RD MONDAY	MUSEUM LIBRARY
FRIENDS MEETING	9AM 3 RD WEDNESDAY	MUSEUM LIBRARY