

Special Interest Articles:

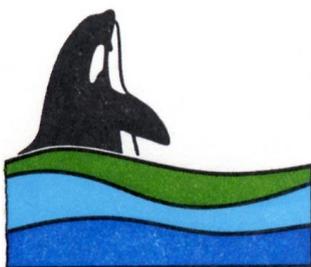
- ❖ WAR ON THE SOUTH COAST
- ❖ OUR COASTAL WAR CASUALTIES
- ❖ LOCAL SUB SIGHTING
- ❖ HISTORIC SITES
- ❖ SOLAR SET UP
- ❖ NEW MARQUEE
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War in our South Coast Waters

In this article Bob Sykes from EKWM gives us an insight into just how close we came to a Japanese invasion with coastal shipping under attack during WW2.

At the start of the Pacific War, the Imperial Japanese Navy had the largest and probably the most capable Submarine Fleet in the area, totaling 63 craft. They included 46 I Class boats, big by both British and US standards, of some 2,900 tons, with crews of 100 or more. At least 27 subs made 40 patrols around our coastline.

For the Japanese, their I Class subs were considered to be maids of all work, some carried a floatplane, or a midget submarine secured to the casing. They laid mines, sat off enemy ports and collected weather data. They attacked our Merchant

Shipping, and bombarded our shore installations. From bases such as Penang, Surabaya, Truk, and Rabaul, these submarines sallied forth to harass and destroy our shipping. They ranged widely, attacking shipping, laying mines. Their scout float planes flew over Melbourne, Hobart and Sydney. Newcastle and Sydney were both shelled from seawards.

The I-21 (carrying a floatplane) the I-22, I-24 and the I-27 (carrying Midget submarines) as well as the I-29 were all involved in the attack on Sydney Harbour on the night of May 31st, 1942.

As per the operation plan, five mother submarines waited off Port Hacking on the nights of June 1st and 2nd for the midget submarines to return. On June 3rd they abandoned hope of recovering their midget submarines. They dispersed



A Japanese Ko-hyoteki class midget submarine is raised from Sydney Harbour on 1 June 1942 following their attack of the previous night.

Picture: Ronald Noel Keam (The Age 27 November, 2006)

to fulfill their secondary missions. Four of the submarines began operations against Allied merchant shipping. I-21 patrolled north of Sydney, while I-24 patrolled south of Sydney. I-27 began searching off Gabo Island for ships departing Melbourne, and I-29 travelled to Brisbane. I-22 left the group to conduct reconnaissance operations, first at Wellington and Auckland in New Zealand, and then at Suva in Fiji.

In the next 2 ½ years these and other Japanese submarines were credited with the sinking of 17 merchant vessels off the NSW coast – 4 of which were off our coastline.

Casualties of War close to Home



Iron Crown: 4.6.1942
Torpedoed by Japanese submarine I 24, near Gabo Island. The vessel sank within minutes, taking thirty-seven of the crew, including her captain, to their deaths. Only five members of the crew survived.

William Dawes: 22.7.42
The US Liberty steamship was sunk by the I-11 off Tathra. Five members of her crew were killed by the explosion but she remained afloat for some hours,

leaving the survivors ample time to escape.

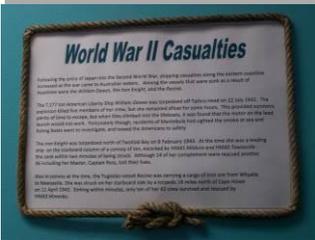
Iron Knight: 8.2.1943
Iron Knight was reputedly torpedoed by Japanese I-class submarine I-21 approximately 30 km south of Montague Island. The vessel sank in 2 minutes with the other nine vessels of the convoy escaping. The escort vessels HMAS Mildura and HMAS Townsville were in attendance, the torpedo

passing under HMAS Townsville. Out of a crew of 50, 36 lost their lives. The survivors stayed in a raft for 10 hours before being picked up by the French destroyer Le Triomphant.

Recina: 11.4.1943
Whilst travelling as a part of Convoy O.C. 86, the steamer Recina was torpedoed and sank 32 kilometres north east of Cape Howe. Japanese submarine I-26 was the alleged attacker. The vessel sank in 1 ½ minutes and of her crew of forty-two, only ten survived to be picked up by HMAS Moresby.
Story by Bob Sykes



Type of plane used by Japanese Submarines to fly reconnaissance missions



EKWM displays information on the boats sunk around our coast during WW11.

Col Veness sights a Sub

Our thanks to the Bega Valley Genealogy Society for this interesting information featuring the Veness family who lived on a property at Mowarry Point between the woodchip mill and Green Cape in the 1940s. During this time WW11 Japanese submarines were active in the area off the south coast of NSW and several ships were sunk. On 4/6/1942, a freighter, the *Iron Crown* was sunk off Gabo Island. Another, the *Barwon* was attacked but not sunk. On the same day, and in the same area, planes from Mallacoota attacked, but failed to sink a submarine. This was presumably, the same submarine that sank or attacked the ships.

In July 1942, Col's father, who had been fishing, saw footprints near a water source which was less than 2 kms to the north of the house. The family also heard the sound of a heavy diesel motor

close inshore that night.

Col says that the sound was not that of a trawler as they were familiar with all the local boats. Trawlers did not stay out of port at night, it was forbidden at the time, as they faced being bombed by the RAAF.

The family believed that sailors had come ashore for fresh water, always in short supply on a submarine, and the submarine had been on the surface, running its engines to re-charge the batteries, so that it could remain submerged during daylight hours.

This occurred on the Friday, the family always stayed at the Mowarry Pt. house from Friday nights through the weekend.

Col's father rode his horse into Eden, a journey of some 6 hours, either on the Sunday

or Monday to report the matter to local police Sergeant. Wiggins. The report was not taken seriously. Colin said his father was considered to be a reliable, sober person, one who should have been taken seriously. On the following weekend, Mr. Veness Snr., was working in the paddocks with this oldest son, John, when they sighted what they believed at the time to be a periscope. John was carrying a rifle and attempted to take a shot at the periscope, but the shot was deflected by his father, who had taken hold of the gun to stop him doing it. The Periscope was withdrawn. Towards the end of the July, a number of ships were sunk off the coast further north, presumably by Japanese submarine I-11 which was active in the area around this time.

Forging a place in history.

If you walk down the hill from the shopping centre historic site No 5 will take you back in time to a most essential business in most towns – the blacksmith shop.

Young and Plumb first set up as coach builders and blacksmiths, followed by E. Berkery around the turn of the century.

Going Solar

Many visitors to the museum watched with interest as Pyramid Power installed an impressive bank of solar panels on our roof. Around 50 panels with inverters and connection to the grid will provide us with power to run the museum on maximum input days.

The cost to the museum of under \$24,000 will soon be reimbursed as our power bills drop.

Fred Cock and his son Vic, wheel wrights and blacksmiths continued the business in the 1940's turning out billet hooks for 10 shillings and chain dogs for the princely sum of 27/6.

In the 1950s Dr F Masters set up consulting rooms on the site and the ring of hammer on anvil was never to be heard on Imlay Street again.

Cruising into Eden

We now have a new marquee with thanks to the Pambula Branch of the Bendigo Bank for their sponsorship. This will help us when we are on the wharf promoting the museum to cruise ships.

Our thanks to Rob Whiter for providing these photos showing work being done on the wharf to accommodate the cruise ships.



Beach Netting – an ongoing tradition

Continuing with our coastal theme roving reporter Rob Whiter provided this gem -

Leading up to the actual catching of fish, men traditionally may have sat and waited for days on end on a headland, allowing a person with a trained eye to observe the movements of all fish in the nearby waters. They wait until it becomes apparent that a shoal of fish are about to travel along a clean sandy beach. Because the actual hauling process is all done by hand from the shore there can be no rocks, weed or other obstructions in the area being fished as these would foul the Lead line. (the rope sewn onto the bottom of the net which has lead weights to make it hurry down thru the water onto the sand)

Stealth is VERY important in the early stages. At a point in advance of the moving ball of fish the fishermen must anchor one end of the net to the beach high and dry above the water line, and at a critical time set off in the boat with two men rowing for all they are worth. The net at this stage is streaming across a roller mounted

at the stern with its lead line closest to the fish and the "cork line" going over the other end of the roller. As quickly as possible the boat is rowed out and around in an arc to encircle the catch and get back onto the beach pronto.

Passing the halfway mark a "Bag" is thrown overboard. "The mouth of this bag surrounds a huge hole in the net at this point and it is thru this hole that the fish are forced as the whole net is hauled towards the beach. When the entire catch has entered the bag the net is removed and the mouth of the bag tied off. Only at this point in time are the fish deemed to be "Caught"

The net boat is used now to get the bag alongside the vessel which will transport the catch to a wharf. Alongside this vessel the mouth of the bag is opened and supported between the vessel and the net boat allowing the "Brail" net to be plunged among the

fish to scoop fish out of the bag. The brail net consists of a hoop of pipe connected to the end of a 12 ft long handle, a cylindrical net has one end sewn onto the hoop and the other end of the cylinder is fitted with a drawstring. The vessel's rigging is used to lift the brail full of fish onto the deck where they can be released by the drawstring to fall into the vessel or onto the deck. If the vessel is using brine refrigeration, then the brail is often used to retrieve the catch from the internal spaces of the vessel...without the brail, the fish have to be handled one at a time.

When the time comes to recover the net off the beach it must be washed free of sand and "Boarded" onto the net boat with the lead line carefully folded on one side in the stern of the net boat and likewise the cork line (or floats) on the other side. The net has to be placed in such a manner that it can stream out over the stern roller unaided. Again, when the halfway point is reached, the Step 5 bag has to be sewn back over the hole and the procedure continued until all the net is ready to "Shoot" again.

Story by Rob Whiter



Step 1 - setting the net.



Step 2 – hauling on the lead line



Step 3 –the bag inshore of the net boat



Step 4 – almost finished hauling



Step 5 – brailing onto the vessel

Beanie there – Done that!

Hats off to the hard working Friends of EKWM, museum staff and the wonderfully supportive community of Eden, for ensuring our Australia's Biggest Beanie project was a resounding success.

This photo sequence shows members of NSW Fire and Rescue installing the beanie as a training exercise

Many noticed a middle page spread in the Weekly Times "Back Paddock" featuring a story and picture of the beanie. Visitors have enjoyed seeing it in place.

The Queen's Birthday weekend launch was also a great success with over 400 visitors pouring through the side gate (pictured) to purchase winter woolies at the craft

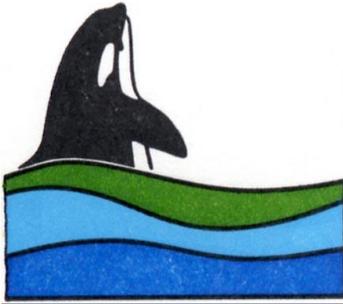
stalls set up under the sails near the lighthouse.

A very happy Helena Katerinka accepted a cheque for the Look Good Feel Better foundation. She is pictured here with Jack Dickenson. \$3,852 was raised from all the events throughout the year. An amazing \$1,052 was raised by activities on the day of the launch.

*NOTE – our visitor numbers are **up by 2,704**. Fund raising projects, media coverage and visiting cruise ships have delivered great rewards.

Congratulations EKWM for being awarded a "Certificate of Excellence" from Trip Advisor and a 4 ½ star rating.





COMING EVENTS:

11TH AUGUST EKWM
ETCHED IN STONE

22ND AUGUST - RIDING
WITH THE LIGHT HORSE
BEGA PIONEERS MUSEUM

26TH SEPT. ANTIQUES
ROADSHOW PAMBULA

3RD, 4TH, 5TH OCT –
CLAN GRANT REUNION
WYNDHAM
18TH OCT EKWM WAR AT
SEA – WW1 NAVY AT WAR

NOVEMBER
EDEN WHALE FESTIVAL

20TH NOVEMBER –
CRUISE SHIP VOLENDAM

24TH NOVEMBER –
CRUISE SHIP PACIFIC
DAWN

SEHGI MEETING NOV
14TH BOMBALA

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SEE US AT.

www.killerwhalemuseum.com.au

Barb's Log Book Bonanza

Barb Reed who often helps run our school holiday program and the Whale Festival float, is now transcribing Eden's first Harbour Master Bourn Russell Jnr's over 300 page log book into our system – a massive undertaking.

Russell's brother, State astronomer Henry Chamberlain Russell had quite an influence on his brother as the following dairy entries show - 22 January 1865 *Strong breeze from SWest 5 P.M. steamer passed to the south rain dark hauled round to the NE. Large commet [sic] top the SW.* 24 January 1865 *Variable winds from West to SWest strong breeze all day. [Barque] passed. Commet [sic] very plain tail about 10 Dg long.*

His brother was employed at the State Observatory at the time land was later appointed NSW's Government Astronomer. His observations of the Great Southern Comet and others around NSW and Victoria were published in newspapers. It is also most likely that the erection of a temporary observatory in Eden for the Transit of Venus in 1874 (which attracted international astronomical interest), was as a result of their familial relationship.

From QR codes to the Bundian Way

EKWM Manager **Bob Sykes** addressed the SEHGI meeting on Saturday the 8th of August to help us understand QR codes and their application throughout the museum, the Eden cemetery, and on Eden's historic site markers.

Using a smart phone to scan the code, data stored appears on screen which can be saved and read at leisure.

The cost of setting this up is surprising low. One of the codes links to an on-site with a museum tour by guide Jenny Drenkhahn explaining the story of Old Tom and Eden whaling history.

This technology will be of enormous value to winning over future generations who rely on technology for information.

As Bob explained - "the sky's the limit where this can take us."



Another entry on 8 May 1865 reads:

'Light SWest breeze Barwon anchored & sailed. The first of 20 tons of Copper [ore] was shipped in the Barwon for Melbourne' A little 'digging' on Trove reveals that the ore came from the Quedong [Quidong] Copper Mine, about 16 miles west of Bombala. It seems it made the news due to the 20% copper purity found in the ore. This Eden Killer Whale Museum project would not have been possible without the generosity of Phillip Helmore who donated his time to photograph each page of the log book which is held at the State Records Office at Kingswood. *Information supplied by Jody White our museum curator.*

white settlers in finding the best sites for their stations as a form of security when game became scarce and sheep and cattle handy food sources.

Call in and buy your copy of "On Track" at our bookshop for just \$39.95 with a 20% discount for members.

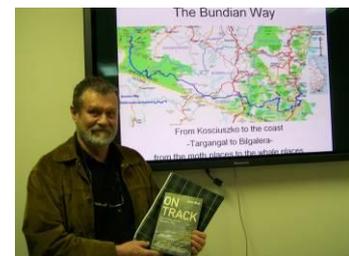
Stepping back in time, our next speaker **John Blay** walked us from the coast to the high country with his book *On Track – searching out the Bundian Way*.

Coastal Yuin people made this yearly pilgrimage from Eden along the now heritage listed track to the rock faces of Mt Kosciuszko, *a place close to God*, to feast on the protein rich Bogong moths.

As we followed John's journey he shared with us the beauty of the area, rich with artefacts and a diversity of plant species so important to the people.

In a one acre area 17 species of yams had been cultivated by the tribes. They also selectively burned the bush to provide hunting for future years.

John explained how early settlers and cattlemen helped keep the track in good shape. Their huts are still in use as camping sites along the track. Koori people aided the



EDEN KILLER WHALE MUSEUM

SCHEDULE OF MEETINGS:

EXEC PANEL MEETING	1 PM 2 ND THURSDAY	MUSEUM LIBRARY
CURATORIAL MEETING	1 PM 1 ST MONDAY	MUSEUM LIBRARY
FRIENDS MEETING	9AM 3 RD WEDNESDAY	THEATRETTE