

Special Interest Articles:

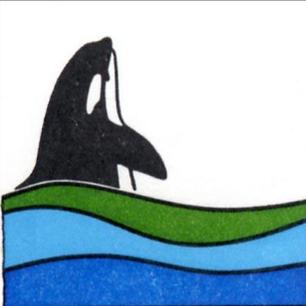
- ❖ SAIL AWAY – PACIFIC EDEN
- ❖ YOUNG TOM AND LIGHTHOUSE VISITORS
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- ❖ GEORGE BASS EXPLORER
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Sail away, Sail away!



L to R - Pacific Eden, Val Barber with Pacific Eden Plaque, Jeff Swane scores a P&O flag, Pacific Pearl passengers disembarking.



We are *very* thankful that cruise ships are sailing into Snug Cove. They provide a much needed source of income for Eden and bring a surge of visitors to our museum.

Last year we had 10 ships drop anchor. Passengers of all nationalities flowed into town mingling with locals, crowding into cafes, shops and EKWM.

1,331 passengers visited the museum from the *Volendam*, *Pacific Dawn*, *Pacific Jewel* and *Pacific Eden* spending holiday dollars in our museum shop.

This welcome boost to both visitor numbers and shop revenue builds the funds required to keep our museum running efficiently, and helps set up new projects and displays.

This year ten ships are scheduled with three arriving in February.

On the 10th of January, on

her maiden voyage, the Pacific Eden sailed into Snug Cove.

The town was excited to be the first port listed on her ‘Secrets of the South cruise’.

The *Eden*, built in the UK, has 9 guest decks and a 20 knots maximum speed. Her length is 219 meters and her weight 55,820 tons. She is quite a stream-lined vessel with all the quality fittings required for a relaxing holiday.

To give you an idea of just how beneficial these ships are to our museum here are the statistics.

Facts and figures – November 2015

Volendam – 190 Admissions \$1612.00, Shop sales \$973.90 Wharf \$95.15

Pacific Dawn – 479 Admissions \$3807.00, Shop sales \$1957.11, Wharf \$495.50

December 2015

Pacific Jewel – 358 Admissions \$2695.50, Shop sales \$1231.25, Wharf \$156.10

January 2016

Pacific Eden – 394 Admissions

\$3003.00, Shop sales \$1684.25, Wharf \$310.20.

When cruise ships arrive our marquee on the wharf is manned by volunteers who hand out shop discount vouchers to passengers. They also provide tourist information and encourage visitors to visit the museum and town. A shuttle bus provides an all-day service for those who find walking up the hill a little too arduous.

We do need more volunteers to keep the lighthouse open and act as guides as we are doing our best to make the EKWM a rewarding and unforgettable experience for visitors.



Young Tom and Lighthouse visitors

Visitors to our marquee on the wharf and the lighthouse during the cruise ship visits enjoyed the enthusiasm of our volunteer guides as they promoted EKWM and Eden.

Tom Calvert shown here purchasing “The Big Green Tractor” made a point of coming back to have it signed by author Susie Sarah who dubbed him “Young Tom” after he was very excited to meet “Old Tom” in the

museum. He thanked “Old Susie” for taking time to chat with him. His mother sent this photo on to us.

Trish Lamacraft pictured below in the lighthouse has been on duty as a guide for the cruise ships and over the busy holiday period. It is a delight to listen to her giving visitors an insight into the life of a lighthouse keeper.





Photo by Les Herstik

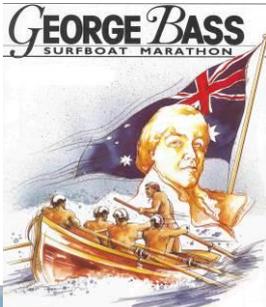


Photo by Les Herstik

Photos by Les Herstik



Curly Annabel

The Grueling George Bass Classic

7 days, 7 legs and 190 km's of magnificent coastline, the George Bass Surfboat Marathon was first held in 1957 to trace part of the route of Surgeon George Bass' journey along the NSW coast in 1797. This is the longest, toughest surfboat race in the world!

The brainchild of Curly Annabel, the race has become an important event bringing NSW, Victorian, British, Welsh and New Zealand crews to our area. This year we celebrate the 40th year of the race.

Annabel at first received no support for the marathon until NSW State Secretary and Cronulla boat sweep Dick

Nixon took up the cause. Dixon became the driving force behind recruiting entries. He also trained and swept his crew to victory.

In those days half of the crews used sliding seats while the rest used Vaseline shorts. Blisters on hands and bottoms became camp-side topics for many years.

The race is held every 2 years. In 1986 the Commonwealth Bank came on board with \$20,000 sponsorship which grew in 1988 when 26 men's crews contested the race. In 1990 38 open crews met the starter and

the budget blossomed to \$400,000. It has steadily grown since then with female rowers included in the race in the late 90's.

The Royal Australian Navy has had its "Team Navy" crew in the race since 2008.

Our Phil McGrath was part of the Eden reception team who made sure there were plenty of hot showers available for crews in past races.

In 2010 the Canberra Vikings made history by being the first team in 29 years to take out every leg of the race.

The list of this year's winners can be found on the George Bass Surfboat Marathon website.

Many thanks to curator Jody White for providing information and photographs.



16th Jan 1986 George Bass Surf boat marathon



George Bass - explorer

Surgeon Commander Bass was the first person of European descent to explore the Bega Valley region after the survivors of the *Sydney Cove* shipwreck walked through the area heading north in 1797.

Born in 1763, the son of a farmer at Aswarby, Lincolnshire, England, he was just a child when his father died. His mother later encouraged him to take up a medical career. At the age of 16 he was apprenticed to a surgeon in Boston, Lincolnshire.

He came to Sydney in 1795 on the *Reliance* with newly appointed Governor Hunter and Matthew Flinders. This small boat, just 8ft with 5ft

beam, later named the *Tom Thumb*, explored the whole of Botany Bay and part of the Georges River.

On the 3rd of December 1797 Bass set out in a whaleboat with a crew of 6 on a voyage that took him as far as Westernport Bay in Victoria. They returned to Port Jackson in February 1798 their journey now regarded as one of the great feats of seafaring.

The whaleboat became an icon to locals who made snuff boxes from the wood of its keel. Bass was also an enthusiastic naturalist describing several unknown species of plants and providing the first description of the wombat.

Between 7th October 1798 and 11th of January 1799 Flinders and Bass sailed through Bass Strait around Cape Grim and down the west coast of Tasmania, around the southern tip and back up the east coast to Sydney through Bass Strait, demonstration of a route that cut a week off the voyage and avoided the worst weather.

Bass then returned to England leaving the navy to pursue a commercial venture. He formed a syndicate to buy the *Venus* to trade goods with the Australian colony. He returned to NSW in 1801 and sailed to New Zealand and the South Pacific.

His final voyage in the *Venus* was in 1803. Lost at sea, Bass was never heard of again.



If you have enjoyed our articles about sailing in this issue be sure to look at the next edition of Soundings when we buy our ticket on an Illawarra Steam ship – don't be late for your journey on the *Pig and Whistle* run!

Bring on more rainy days!

Send it down Hughie!

On Monday January the 4th a flood of visitors broke all our attendance records with over 900 people enjoying the museum.

The Friends of the Museum manning our school holiday activities table were inundated with children. 80 children attended on the rainy Monday and 376 over the ten day program. There were so many children that an extra table was set up to accommodate keen

participants.

They certainly enjoyed the colouring sheet and word search based on our "Etched in Stone" exhibition provided by curator Jody White.

Thanks to all the Friends of EKWM who manned the tables. They were kept busy supplying sheets to the excited children and keeping a tally of numbers. The extended museum hours during the holidays proved to be a great idea.



Another wild Sydney to Hobart race

The Sydney to Hobart Yacht Race is an annual event hosted by the Cruising Yacht Club of Australia, starting in Sydney, on Boxing Day. The race distance is approximately 630 nautical miles (1,170 km), and is widely considered to be one of the most difficult yacht races in the world. Initially planned to be a cruise by Peter Luke and friends, who had formed a club for those who enjoyed cruising as opposed to racing, a visiting British Royal Navy Officer, Captain John Illingworth, suggested "Why don't we make a race of it?" And so the event was born.

The Sydney to Hobart Yacht Race has grown over the decades since the inaugural race in 1945, to become one of the top three offshore yacht races in the world. It now attracts maxi yachts from all around the globe. Longest surviving skipper, and race founder, Peter Luke died in 2007 aged 92. His yacht, *Wayfarer*, still holds the record for the slowest elapsed time.

This year 31 boats retired from the 108 starters, the most retirements since 2004 when half of the yachts didn't finish. The three first yachts across the finish line all completed the

race with damaged daggerboards after hitting a submerged object off Green Cape and tales of drama at sea. Race favourite *Wild Oats XI* withdrew in bad weather, as did eventual winner *Comanche* briefly, until it opted to make rudder repairs at sea and continue south. The Paul Clitheroe-skipped *Balance* won Sydney to Hobart handicap honours, with challenger *Quikpoint Azzurro* failing to reach Constitution Dock before a 4:43am deadline.

The notoriously fickle Bass Strait waters have often taken their toll on the race. In 1998 fierce storms and violent winds battered the fleet and only 44 boats out of 115 made it to Hobart.

Race winner Larry Ellison, 14th richest man in America, still thinks constantly about what happened during that dramatic and tragic 48hours. "We knew there were boats sinking when we got in, we knew people were in trouble still out there in the midst of it and we were enormously grateful having made it. It was a race for survival, not for victory,

trophies or anything like that. Ellison said the mood at sea was eerie – "The sound of the wind wasn't that low sound, it went to this very high-pitched sound. It didn't sound like anything I've heard before, the sky looked wrong, the waves looked wrong, everything was wrong. We were lucky to be in Australia," he said. "The Navy, coastguard and police, everyone in helicopters, did an extraordinary job." Ellison, famous for his quote at the end of the race, that he would "not do another Hobart if he lived to be 1000", has no intention of returning. "I decided I had done it a few times, won it two times, and it was time for me to move on and race somewhere warmer."

The following six sailors died – Phillip Charles Skeggs (*Business Post Naiad*), drowned on December 27; Bruce Raymond Guy (*Business Post Naiad*), died of a heart attack; John Dean, James Lawler and Michael Bannister (all on the *Winston Churchill*) drowned on December 28; and Glyn Charles (*Sword of Orion*) drowned on December 28. The Bureau of Meteorology was also criticised for not doing more to alert the club of an upgraded forecast on the severe storm south of Eden nearly a day before the fleet was due there.

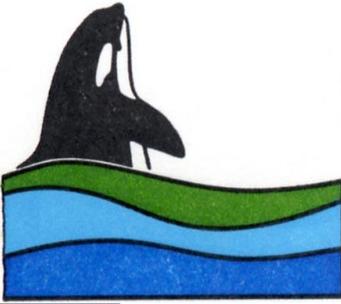


The crew of *Frantic* were awarded the trophy for the first yacht to retire into Twofold Bay. Photo Heidi Drenkhahn



Racing Yacht *Cougar* crewed by the University of Tasmania syndicate. Photo Rob Whiter.

Snug Cove and the people of Eden continue to offer safe refuge to sailors.



Ask the Leyland Brothers

Mike and Lyn Leyland, pictured here in our museum shop managed to call in during their busy time in Edén and area scouting new places to film for their TV series. They were very impressed with EKWM and promise to return for a longer visit.



SEGHI at Woolingubrah Inn near Mallacoota

The SEGHI meeting hosted by Bombala at Cathcart headed off to the Woolingubrah Inn, established in 1860, one of the two surviving pre-fabricated buildings imported from the USA. It was built to house travelers who arrived by ship disembarking in Edén and Pambula on their way to the Kiandra Gold fields. The Inn was purchased in 1871 from Malcolm McPhee by H.A Nicholson. His family occupied the building for the next 15 years. Restorations were jointly funded by the NSW Heritage Office under the Heritage 2000 program and State Forests. The work was completed by John W. Scarlet of Bemboka under supervision by Suzannah Plowman, Architectural Conservator.



COMING EVENTS:

FEBRUARY 13TH - SEGHI MEETING AT PAMBULA COURTHOUSE

MARCH 8 - INTERNATIONAL WOMEN'S DAY - SPEAKER INNES CHUIMENTO - TICKETS \$10 EACH.

APRIL 1 - 10TH - SENIORS WEEK

APRIL 16TH - MURDER MYSTERY AT THE MUSEUM

Rob Whiter a Fine EKWM Friend

I could devote an entire page and more to the achievements of Rob Whiter. Born in Bega April 1947 he lived upstairs in the Seahorse Inn till 1950 then started School at Edén in 1952 when Whiter Bros were building a home in Bungo St. He moved to his home on Thompson's Point in 1954 after the family at Boydtown escaped the 1952 Bushfires unscathed.

Rob witnessed the final 8 years of Railway Sleeper export from the century old wooden steamer wharf at Snug Cove (including many late evening tours of inspection aboard sleeper ships after the days loading ended at 9 PM). He joined the EKWM committee in 1983 in order to liaise directly regarding his construction, with Chas Peel, of whaleboat "Beryl". Since then he has held various positions on the executive and the local chapter of museums - known as SEHGI. Rob was instrumental in the restoration and re-erection of the Town Flagmast in 1993 and the daily attendance of the mast ever since. He oversaw the restoration and re-erection of the museum's wharf crane and oversaw construction of the museum lighthouse in 1993. Many of Rob's photos appear on these pages as our "eyes on the water" as he records the shipping in Snug Cove. He has worked on his boat the Silver Spoon and is pictured enjoying its maiden voyage.

Rob sailing the *Silver Spoon*



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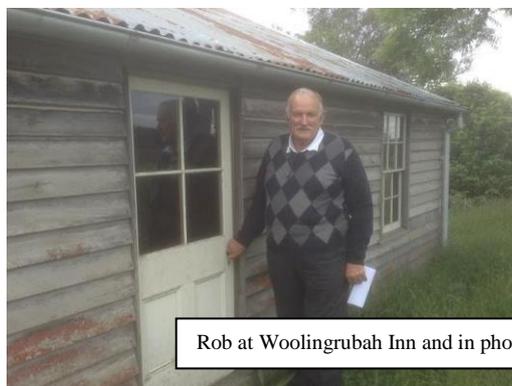
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www.killerwhalemuseum.com.au



Rob at Woolingubrah Inn and in photo to the right with two of his boys.

EDEN KILLER WHALE MUSEUM

SCHEDULE OF MEETINGS:

EXEC PANEL MEETING
CURATORIAL MEETING
FRIENDS MEETING

1 PM 2ND WEDNESDAY
1 PM 1ST MONDAY
9.30AM 3RD WEDNESDAY

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