

## December 2020 MMHN Update

Greetings all,

As Christmas looms, the tide seems to be turning. The 2021 course is set. There is wind in our sails, so to speak.

### How so?

First, in relation to COVID, we are all now 'unmasked' and buoyant as this extraordinary and challenging year of 2020 recedes in our 'wake'. Inevitably the lockdowns somewhat constrained us, but the MMHN is ready to embark afresh on our stated MMHN agenda in 2021.

Second, there are indications that the tide is also turning in relation to public recognition of maritime matters. For example, the recent 'Marvellous Melbourne' photographic series in **The Age** newspaper (November 26 the Yarra; the 30th the Port Phillip Bay and December 12 Altona Pier at Hobsons Bay) featured three stunning maritime images confirming what we all know: that Melbourne is not only a **Great Maritime City** but it is the capital city of a **Great Maritime State**. It was also heartening to see the **The Age, Domain**, December will be persuaded to properly recognize the potential value in Melbourne's waterways 'assets'. The **Committee for Melbourne**, too, chose a stunning waterways image of yachts at Williamstown, with the Melbourne in the background, in reporting the work of its Visitor Economy Reference Group (VERG) which was convened in late 2019 to address concerns about a lack of industry structure in Greater Melbourne and a need to see the Greater Melbourne tourism experience represented alongside Central Melbourne and Regional Victoria experiences. (**Committee Communiqué**, Edition 12, December 2020). in relation to developing tourism Maritime Heritage and Waterways Activation will obviously be key elements in this **Great Maritime City** in this **Great Maritime State**.

Leaving aside the miserable months of Lockdown restrictions, we can be hopeful burgeoning domestic tourism will permanently 'alter the equation' on maritime tourism and water-based recreation in Melbourne.



### River Connections

It's pleasing indeed to see Melbourne Museum focus on State waterways, Melbourne Museum has recently launched **River Connections**, celebrating the life of Victoria's River environments. **River Connections** is an immersive projection experience made in collaboration with First Peoples community

members exploring their close connections to the land, animals, plants and rivers of Victoria. Public recognition of our rich maritime heritage, and the need to activate our waterways in Melbourne and Victoria has strengthened, and MMHN is optimistic that it will continue to do so.

See: <https://museumsvictoria.com.au/melbournemuseum/whats-on/river-connections/>

### The vessel that got away – SY *Ena*

MMHN member Hamish Turner recently reminded us of the acute necessity of rekindling recognition of, and public enthusiasm about, maritime heritage matters. Captured in the images below is 'The Edwardian Steam yacht *Ena* entering for the first time Victoria Harbour on 6 June 2014'. The *Ena* was one of only two Edwardian Steam Yachts left in the world. Regrettably after being acquired by the Turner family and having steamed from Sydney to Melbourne, she was lost to us. At that time Melbourne's tourist and hospitality market could not sustain the *Ena* and she returned to Sydney where she is now part of the ANMM collection, Unfortunately a brief sojourn in Melbourne for a splendid vessel. See <https://www.edenmagnet.com.au/story/2326641/a-virtual-tour-aboard-steam-yacht-ena-photos/>



### The Fish Market that got away - Glorious and Gone

Melbourne's splendid Federation Fish Market, five acres stretching all along Flinders Street to Spencer Street, opened in 1891 was demolished in 1959. MMHN Board Member Andrew Raftis reminded us of this element of maritime heritage, and prompted anew the question: How could we have let this happen? As a major port city in an island nation, it's not surprising that that fishing was such key element of economic and gastronomic life in Melbourne. A fascinating extract: ***By 1907, up to 190,000 packages of fish came through the market annually. By 1915 fish were mainly from the local bays, such as salmon-trout, flathead, whiting and mullet, and 20% was imported. By the 1930s barracouta began to dominate and the by the late 30s made up 40% of the catch. ... At the end of the market was a market restaurant, cooking mainly shark and couta.*** By the 1950s and traffic congestion on Spencer Street Bridge was causing problems for access and unloading. The building was fast deteriorating and deemed by many to be a health hazard, with cracking walls, rodent-infested freezers, and insufficient space to operate efficiently. <https://www.melbourneseafoodcentre.com.au/our-history> That's progress for you!



### The Swamp Vanishes – but not quite yet at the Royal Historical Society of Victoria (RHSV)

When Lockdown struck in March, this extensive and very popular exhibition curated by Lenore Frost

closed soon after, but such was its popularity, the RHSV has extended the exhibition until Friday, 5 February 2021. The exhibition tells the story of the large and productive wetland that lay between the Yarra River and the Moonee Ponds Creek before European settlers arrived in the Port Phillip District in 1835. It sustained the Indigenous people and the cultural traditions of the Kulin nation for millennia. Known as **Batman's Swamp**, later **West Melbourne Swamp**, within 20 years European settlers despoiled the wetland and it became receptacle for sewerage and rubbish. During the 1930s Depression the area was a refuge for the 'down-and-outs', but vanished as wetland 'reclamation' works continued. Now a vestige is the **Dynon Road Tidal Canal**, parallel to Dynon Road, and a small Wildlife Reserve. See <https://www.historyvictoria.org.au/the-swamp-vanishes/>.



### Where literature and botany collide: The Swedish Connection

Now that interstate travel is back on the agenda, you might consider a new exhibition the ANMM in Sydney ***Paradise Lost: Daniel Solander's Legacy***. Daniel Solander, a Swedish botanist, was employed by scientist Joseph Banks on the ***Endeavour in the voyage circumnavigating*** New Zealand in 1769. This was first engagement between Sweden and the Pacific Region, hence the support from the Swedish Embassy. And why Paradise lost? **A witty double - play on words:** paper was in short supply in 1760s England, so Banks and Solander pressed and dried the first European collections of New Zealand plants between pages from printers' proofs of Milton's famous book ***Paradise Lost***. (MMHN bemoans the reality that Melbourne does not YET have an appropriate space to exhibit maritime treasures such as these – stay tuned)



### Maritime Education - multi-faceted, multi-level - and it REALLY MATTERS!

A key MMHN objective is to **encourage wider awareness and engagement with maritime matters, among young people**. We recognize that in the long term, recognizing and preserving maritime heritage will be predicated on knowledge of it. We are aware that many maritime enthusiasts and stakeholders (e.g. volunteers) tend to be 'older'. Therefore **it is imperative that we work towards capturing the imagination of young people**. In kindling enthusiasm around maritime matters – adventure, heroic voyages, romance of the sea etc, the flow-on benefits in the future will be critical. And, if this isn't persuasive enough – consider the looming maritime skills deficit in Australia: **the urgent necessity of presenting young people with maritime career options is irrefutable**. This is the reason MMHN has a Special Advisory Group dedicated to Skills and Training matters. If this resonates with you – email [info@mmhn.org.au](mailto:info@mmhn.org.au)



## What's been happening?

**At the Primary Level:** Meetings and productive discussions with the new **Docklands Primary School** between MMHN, OSSA and representatives from **Enterprise and Wattle**. MMHN is delighted to discover that the long-awaited Docklands Primary School is embracing the spirit of its unique Docklands location through its school logo. MMHN hopes to develop an on-going supportive relationship with this new school and that all students, teachers and parents come to understand the significance of the Docklands and our rich maritime heritage to Melbourne, particularly that Melbourne's prosperity originated from Docklands and continues today.



**At the Secondary Level:** In order to promote maritime career options to secondary students, OSSA is developing an impressive Schools Maritime Careers Project in which the complexity of maritime training and careers is made accessible to students and careers educators. A multiple career pathways exist, shown in OSSA's invaluable mind-map <https://offshorespecialistships.com/school-program/>



**Tertiary Education, Skills & Training:** In recognition that maritime skills education and training in Australia (note: we are an island nation), does not currently (a) promote maritime career options for young people, and (b) offer access to skills training in such a way as to deliver greater national maritime skills capability. MMHN monitors developments and argues that greater intra-sectoral collaboration may be part of the solution and is keen to facilitate this. The MMHN Skills Advisory Group has encountered an appetite for greater collaboration in both the Education Sector and the Maritime Industry Sector. Discussions around the diverse and dispersed provision of maritime-related skills training are continuing with organisations, including Kangan TAFE, GoTAFE, Chisholm TAFE, Australian Maritime College, Boating Industry Australia (BIA), Maritime Industry Australia Limited (MIAL) and with various levels of government. The Navy, of course, plays a crucial role in training and HMAS **Cerberus** is the Navy's premier training site, training 6000 personnel annually, averaging 800 trainees 'on-board' at any one time. See: <https://www.navy.gov.au/establishments/hmas-cerberus>



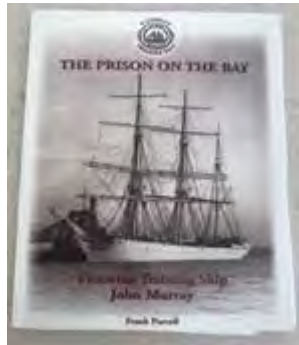
## Federal Coastal Shipping Reform

There is an obvious connection between maritime training and maritime careers – and shipping reform. Many in the sector share a concern about inadequate future maritime capability and this is being

considered under the **Federal Coastal Shipping Reform** umbrella. See September 2020 Clearly the prospect of maritime skills shortages is alarming and needs to be addressed across all facets of the industry. See <https://shippingaustralia.com.au/coastal-trading-reform-back-on-the-policy-agenda/>. Note that OSSA submitted a paper to the responsible authorities some weeks ago. See <https://offshorespecialistships.com/ossa-future-training-jmpb/>

## Maritime Training and Education - tough times of the past

Continuing with the maritime education theme, some of you may be familiar with **Frank Purcell's** book, ***The Prison on the Bay: the story of the Victorian training ship John Murray*** (1997) The barque ***Loch Ryan*** was purchased in 1909 and converted for training purposes at Williamstown and renamed ***John Murray*** after the then Premier. In 1910 the Victorian Government commissioned the vessel as a training ship for boys, a project initiated by 'Admiral' James Boyd, MLA for Melbourne, and 411 boys passed through the ship. The project was established to train wayward boys as seamen for the navy and the merchant service; discipline was harsh and desertion rife and fewer than one boy in five completed the training and joined other ships. What was meant to be an institution for the formative training of juvenile offenders soon became a political, social and financial embarrassment. Purcell writes: ***The John Murray was dogged by misadventure and controversy. ... In 1918 the Commonwealth Government bought the vessel to return it to commercial service. Returning from her first voyage to San Francisco the vessel was wrecked on Malden Island in the Pacific Ocean.*** See: <https://emelbourne.net.au/bib/PEM000408.htm>



## Ex HMAS Castlemaine - Heartening News - the Heritage Fleet increases

Congratulations to MMHN member, the culturally significant ex **HMAS Castlemaine Museum Ship** on being formally heritage listed by the Heritage Council of Victoria on 3 December 2020. The process of achieving Heritage status can be onerous, and arduous. Well done all! Secretary Andrew Turner writes: ***A positive step in having this heritage vessel appropriately recognised as representing ship-building in Australia (Melbourne) as an example technology of the time and for its links with active service during the Second World War.*** The HMAS ***Castlemaine*** was a warship commissioned during WW2 war. The restored ship represents the ship in 1945 when in active service, both attack and defence. Of the eight other ex-Navy ships preserved in Australia, only three have a record of attack and defence. It has elevated heritage significance because it was built in Williamstown with most components manufactured in Melbourne or elsewhere in Australia, representative of Williamstown shipbuilding and local manufacturing capability during wartime. Of the sixty such ships built during WW2 in Australian shipyards, only two remain. An estimated 16,000 to 20,000 Australians served on this class of ship during WW2. In excess of 100,000 Australians are estimated to have a family connection to this class of ship through their ancestral war service which may account for its popularity – its annual visitation rate is said to be greater than the RAN's three maritime museums combined.



### Friends of the Cerberus News

The Friends of the Cerberus (FofC) President John Rogers reports that, together with the National Trust, a meeting was held with Bayside Council to determine current intentions re **Cerberus**. The problematic concrete remediation approach discarded previously **appears to have entered the discussions once again**. Bayside Council are now planning to fill **Cerberus** with either sand or marine grade concrete. FofC takes the view that the sand option is pointless given that the sand will be washed out and although futile, provides Bayside Council with some public risk legal protection should someone come to harm inside **Cerberus**. Bayside Council can claim to have acted to prevent injury by placing sand inside the wreck even if it washes away. FofC believe that marine sand is preferable to concrete. Sand will disappear – do no good, but would do no harm. Regrettably, the FofC were not contacted during these recent Council investigations and this suggests that the preferred remediation option (injecting polyurethane under the gun turrets, thereby supporting them) was again not considered - even though it has greater merit from the heritage perspective and given that the iconic **Cerberus** is still visible and valued by so many. The recent municipal elections in Victoria may have impaired the consultation process as councillors with knowledge may have exited and perhaps newly-elected councillors may not be aware of the remediation options. Let's hope the forthcoming 150th anniversary of the arrival of **Cerberus** in Victoria resonates with the new Council. Maritime stakeholders living in Bayside can ensure that councillors know this by writing to them directly and/or by joining Friends of the Cerberus. The heritage significance of the **Cerberus** cannot be overstated. Cerberus has settled in three metres of water at Half Moon Bay since being scuttled to form a breakwater in 1926. A major collapse took place in 1993 and since then, Cerberus has continued to collapse at a rate of approximately 16mm per year. The aim of the **Friends of the Cerberus** is to use the \$500,000 grant received from the Federal Government to brace the gun turrets to prevent Cerberus from collapsing. See <http://www.cerberus.com.au> or <https://www.facebook.com/hmvscerberus/>



The last of its kind, Her Majesty's Victorian Ship Cerebus, a monitor turret ship

### Australian Heritage Grants Opportunity

**Another alert for MMHN stakeholders. We encourage you to investigate** the Australian Heritage Grants offered by the Federal Department of Agriculture and Water and the Environment. The grants funds for projects that support places on Australia's National Heritage List through: improved

recognition; conservation preservation and community engagement. **Closing Date is 7 January 2021, 5 pm.** Further - if your organisations have been adversely impacted by COVID (which haven't?) it seems additional support may be available to organisations with existing grants as well as those applying for the first time. <https://www.business.gov.au/Grants-and-Programs/Australian-Heritage-Grants>

## Surf Coast – Your thoughts?

MMHN is once again dismayed to discover that a worthy policy initiative, in this instance the 2019 declaration that the Surf Coast is a Distinctive Area and Landscape, has been forgotten by the responsible authority. Coastal areas - are - wait for it – on the Coast! Given that this the Surf COAST, we would hope that maritime matters would have gained greater prominence than reference to **unique coastal environments, cultural heritage and townships**. Note the persistent bias towards 'land' and not 'sea'. However, there is time to address this governmental bias; an opportunity exists to influence the draft Surf Coast Statement of Planning Policy (SPP) before 22 January 2021. Unless maritime stakeholders step up and point out this bias to authorities when the opportunity to champion maritime matters, then attitudes are unlikely to change. MMHN encourages interested stakeholders to express their views. See <https://engage.vic.gov.au/distinctive-areas-and-landscapes-program/surf-coast>

## Port City of Portland - and the infamous Digby Sheep Massacre?

A new and fascinating documentary is now available **60 Years of Reflections** about this astounding regional port. Just a glance at the topics covered will ignite your curiosity about Portland: **A tale of four Brothers – the Henty's, Building the Port, Floods at Casterton, Indigenous beginnings, The Portland Lifeboat, Whaling** and the most intriguing **Digby sheep massacre!** Of particular note **William Dutton** who harpooned one of the first whales in Portland Bay and killed the very last – William Dutton was a stalwart of the whaling industry in Portland. And although it may be slightly contentious, there is little argument nowadays that Dutton was also the first settler of the town, having lived in Portland Bay during the whaling season since 1829.

<http://glenelglibraries.vic.gov.au/historictreasures/stories/the-port-of-portland>



**William Dutton** (1811-1878) Glenelg Shire Council Cultural Collection



From a set of Cards produced by Ogden's cigarettes 1927

## Port of Melbourne (Port Phillip) s role in Federation

Maritime trade shaped colonial politics. A fascinating snippet located by MMHN Board member Dr Liz Rushen, recently working in the State Library: The **Port Phillip Herald**, 4 June 1846 (carrying the impressive slogan: IMPARTIAL – NOT NEUTRAL) cites discontent with practises imposed from Sydney on the Port of Melbourne (Port Phillip) as a factor in arguing for Victoria to Separate from NSW: **Amongst the grievances under which this district labors none can shew more clearly the necessity of**



**a separate government for Port Phillip than the history and state of Sydney legislation for the rival port of Port Phillip.** It refers to 'rivalry' and bemoans the common port tax system: **It is true that the system** [commerce] **was made for Sydney not Port of Melbourne** and refers to unnecessary consistency between the ports in relation to pilots, taxes and information benefiting Sydney. The article declares: **Why not agitate through our indefatigable and talented representatives to make the Port of Melbourne free of charges** [and more competitive and more profitable?]. Trade and commerce trigger political reform, **so things will go on to the end of the chapter until we have Separate Government for the Colony of Port Phillip.**

## Port of Melbourne (PoM) Report

### Cyber Security

A sign of the times, and reassuring to note, that Cyber Security is being very seriously resourced across the major economic sector in 2020. The Port of Melbourne (PoM) established the **Port Cyber Security Forum (PCSF)** collaborative security group stakeholders, e.g. port operators and shipping line representatives from TasPorts. The **Joint Cyber Security Centre (JCSC) – Melbourne** met virtually in November and the **Australian Cyber Security Centre (ACSC)** offered resources from a current threat briefing. The **Department of Home Affairs** briefed the forum on the critical infrastructure reforms and their impacts on the maritime sector, followed by Q&A on the draft legislation. PoM recently released two significant reports: the 2050 Port Development Strategy (2050 PDS roadmap for the future development of the Port.) and the 2020 Sustainability Report which outlines ten key projects that will improve capacity at the Port and respond to the needs of a growing Victoria. Note that Container Trade Data for the first two weeks of November 2020 is tracking at a level consistent with the corresponding period in 2019. Shipping schedules are still recovering from interruptions in previous months with a number of vessels bypassing Port Botany and unloading at Melbourne to avoid the congestion, and rescheduling of some vessels that omitted their Melbourne call due to schedule recovery.

### Size

Port efficiency is clearly the name of the game in PoM but for local ship-spotters, size counts. Interesting to note in **Victorian Ports** the record smashing CMA CGM vessel **Ural** Container Ship built in 2015 which departed Melbourne in late September having recorded THE LARGEST container exchange to date (8,094 teu) from Webb Dock 22-26 September, eclipsing the former record holder, the vessel **Maersk Sydney's** (7,430 teu) a few weeks earlier at East Swanson Dock. (FYI a 'teu' is a measure of volume in units of twenty-foot-long containers). Very large container ships are able to transport more than 18,000 teu although a few can carry more than 21,000 teu. MMHN encourages you to follow ships online with shipping news up-dated **hourly!** See:

<https://www.vicports.vic.gov.au/operations/Pages/ship-movements.aspx:4>



## World Shipping - Post-COVID Wake Up Call

The regrettable tension between governments and shipping companies around the world is provocatively 'unpacked' by Terry Macalister in the publication **Tradewinds**, 14 October 2020. He argues that COVID may be the catalyst for behavioural reform: **Shipping can find its place in the sun by ditching shadier practices. When the industry puts itself on a more responsible footing, it will find it easier to be taken seriously in the corridors of power.** At the Global Maritime Forum's recent



virtual high-level meeting Hugo De Stoop, CEO of tanker group **Euronav**, examined why the shipping industry has not received more government support amid COVID. He identifies causal practises are behind this lack of sympathy and support: ***We [shipping companies] have tried to be un-transparent, to hide behind the systems, to be as un-regulated as possible, to pay as little tax as possible.*** Essential global maritime shipping continued during the pandemic, yet seafarers have not been deemed 'key workers' by governments and consequently have not able to avoid harsher problematic restrictions on travel, creating severe difficulties with crew handovers, leaving upwards of 400,000 crew members stranded worldwide. Hugo de Stoop continues: ***Despite the International Shipping Federation, the International Maritime Organization and even Pope Francis all wading into the debate, we [the industry] have a humanitarian crisis, which is continuing.*** He claims that the reason why shipping companies are ignored on this matter by governments is reputational. The industry is ***almost invisible politically. Many vessels are registered in small jurisdictions where regulations and tax are almost non-existent.***

General Secretary of the International Transport Workers' Federation, Steve Cotton made similar points commenting that: ***Despite the best collaboration he had ever seen between maritime organisations, unions and companies, the industry still did not have the political clout [necessary] to get the right people to make the right decisions [e.g., key worker status].*** Another reason for this refusal to assist may be that governments respond to crises in locations on-shore particularly where hundreds of jobs are at risk in one location. Most shipping work takes place over the horizon. The remedy is clear, shipping companies must ***reduce a dependence on offshore tax havens and flag states, so it can become more transparent and respectable.*** This is a disjunction between the 'invisibility' of shipping and its important role in the world economy. As De Stoop put it so graphically: ***If you stop shipping, you stop the world.*** COVID triggers an opportunity to 'rethink', proving that ***industry has a chance to get itself recognised as the global titan it is. But for that to happen, it needs to change those ingrained ways that seek to justify its 'unique' status.*** Certain work practices and cost structures must change to factor in decent wages and better welfare for crews. De Stoop astutely observes that seafarers ***are the best ambassadors we have.***

Automatic negative responses from the shipping industry to calls for greater environmental regulation must cease along with the over-dependence on offshore tax havens and flag states, so that the shipping industry can become more transparent and respectable and ultimately win favour with politicians. But it requires other shipping leaders to bravely champion reform, step out of the shadows and take its rightful place in the sun: respected for its crucial role in society. Bravo Hugo de Stoop, CEO of Euronav. See <https://www.euronav.com/en/investors/company-news-reports/press-releases/2020/>



**Euronav tanker**

## **The Conversation you can't afford to miss – and it's free**

An alert to all maritime enthusiasts: digital news source **The Conversation**, 7 December, Issue 127, presents its global series exploring the complexity, beauty and vulnerability of our oceans with data drawn from an international network involving academics and editors from Canada, the United Kingdom, the United States, Africa, France, Spain, Indonesia, and of course, Australia. The first issue offers five ocean profiles, ancient trade networks across the Indian Ocean, deep-diving into the scourge of plastic

pollution in the Pacific, light and life in the Arctic, Atlantic fisheries and the Southern Ocean's impact on the global climate. See: <https://oceans21.netlify.app>. We encourage you to subscribe to this a free daily electronic news source presenting credible, accessible research.

See <https://theconversation.com/au/newsletters/the-daily-newsletter>

## The Maritime Silk Road – or Belt & Road?

Maritime trade routes shift – and it's not always about trade. Geopolitical forces are at work it seems. Plenty of information upon which to ponder at a recent conference of the Society of Architectural Historians, Australia and New Zealand. Professor Tim Winter, delivered the keynote, speaking about ***Re-imagining the past through the sea***, likening B&R to the modern Maritime Silk Road where ***strategic and commercial forces are driving funds and interest in the maritime across Eurasia and Africa***. The concept of the ***Silk Road route emerged in the diary of a German geologist Baron Ferdinand von Richthofen in the term 'Silk Road' - 'Seidenstrasse' around the late 1870s***. Winter argues in his book ***Geo-cultural Power: China's Quest to Revive the Silk Roads for the Twenty First Century (2019)***, that today the Silk Road must now be understood as the Belt & Road global concept, remapping international affairs East and West embracing cultural and economic exchange. See:

<https://www.silkroadfutures.net/silkroadfutures.net>.

<https://www.silkroadfutures.net/silk-roads-old-and-new-page>

## The Northern Sea Route (NSR)

Fascinating to ponder - <https://www.silkroadfutures.net/news-page-20> quoting the ***Daily Sabah Business***, 12 December 2019. ***China and Russia ambitious to make the North Pole alternative trade route: Climate change and unprecedented ice melting in the Arctic has opened new opportunities for Russia and China. While the rest of the world sees it [climate change] as the biggest threat to humanity, the ambitious duo [China and Russia] has announced a plan for the North Pole's chilly waters to be potential new trade routes. The Northern Sea Route (NSR) will encompass the Arctic from several directions and with it in place; the two countries are eyeing the icy region's untapped resources while creating new economic frontiers and making already existing opportunities more accessible. In January 2018 China issued a White Paper on Arctic Policy proposing Polar Silk Road as route independent of the Suez and Panama Canals or the Straits of Malacca of considerable benefit to both China and Russia***. Note: There has been extensive media coverage on the Federal legislation and in particular its implications on Victoria's embrace of the BRI, e.g, The Age Online, 9 December 2020: ***Canberra turns spotlight on Victoria's Belt and Road deal as veto laws pass. Victoria has three months to justify its BRI deal and explain how the national interest is being served***.

## The Great Circle

***The latest issue of The Great Circle (Vol. 42, No. 1, 2020) contains two items of interest to maritime enthusiasts in Victoria: The first article in the journal by MMHN Board member Dr Liz Rushen, outlines the work of John Marshall, responsible for the reorganisation of Lloyd's Register of Shipping in 1834, and the most active emigration agent, encouraging thousands to migrate to Australia in the 1830s and 1840s. The second article, by Mark Howard, tells the story of the Melbourne Sailors' Home, 1865-1963, located first in Spencer Street, and moved to a new, purpose-built building in Siddeley Street in 1904, now sadly demolished.***



*The Melbourne Sailors' Home, Spencer Street, c.1879, State Library Victoria*

**MMHN encourages maritime enthusiasts to have a look at the** Australian Association for Maritime History **journal *The Great Circle***, published twice a year, offering research articles (long & short) and on any aspect of maritime history, archaeology and heritage which will be of interest to broad audiences. Other relevant research areas include historical aspects of oceanic migration, travel and transport; trade and shipping; exploration and discovery; navies and sea power; fishing and resource extraction; oceans governance and maritime law.

If you are interested in submitting material, contact Erika Techera ([erika.techera@uwa.edu.au](mailto:erika.techera@uwa.edu.au)). Further information: <https://aamh.asn.au/great-circle/>

### What is The Great Circle?

A most appropriate title: ***The Great Circle***, paying homage to referring to the **great circles** in geographical navigation, plotting the shortest distance between two points on a sphere. Due to the earth's rotation, sailors and pilots using **great circle routes** must constantly adjust their **route** over long distances. See

<https://www.nationalgeographic.org/encyclopedia/great-circle/print/>



### MMHN Museum of the Month

Given International travel is currently 'off the itinerary', a NZ 'travel bubble' might occur and NZ maritime options may be of interest. Here is the first.

#### **Wellington Harbour Board Maritime Museum**

The Museum has evolved over time into the **Museum of Wellington City & Sea**. Located on the waterfront, the Museum is housed within a former bonded cargo warehouse known as the 'Bond Store', designed by leading architect Frederick de Jersey Clere c.1892. By 1960 new methods of cargo handling were introduced, containerisation and roll-on/roll-off ferries changed the face of the shipping sector and Wellington's wharf. By the mid-1970s, the Bond Store, the centre of activity on the wharf, had become a



rabbit warren of mostly empty offices of the Wellington Harbour Board. Then the Harbour Board proposed conversion into a small museum to house its collection of artifacts detailing the story of Wellington Harbour and maritime history. The Wellington Harbour Board Maritime Museum was opened in 1972, and when the Harbour Board wound-up in 1989, most of the building became gallery space for the Museum of Wellington City & Sea.

<https://www.museumswellington.org.nz/wellington-museum/>

### The Good Girl Song Project - an unusual presentation of maritime heritage

The ever-versatile vessel **Enterprize** on Collins Wharf, Docklands recently became the very atmospheric 'stage' for the cast of the **Good Girl Song Project** rehearsing their musical production. The GGS Project offers, musically, a female perspective of an early Australian immigration story set in Australia's complex colonial past. Amid the convict boats leaving each week from Britain, another boat carrying a different 'cargo' set sail for Australia. On board were 287 single and free women heading off to the 'end of the world' where a 'better' life awaited. These **Good Girls** have been promised good wages, good work and good marriage prospects in the new colony. However, to reach this new and 'better life' they had first to survive the long, dangerous voyage and then survive the prejudice and poverty in the colony. The **Good Girl Song Project** is the work of Helen Begley and based on the book **Single and Free** by MMHN Board member, Dr Liz Rushen.

Listen to this and see plenty of Docklands images: <http://thegoodgirlsongproject.com>



### Heritage ship restoration works on the Yarra

A familiar sight on the Yarra, the **MV Grower** has been undergoing comprehensive repairs at Southbank. MMHN member Hamish Turner (owner of Classic Steamboat Cruises @ South Gate since 2002.) is painstakingly and comprehensively restoring this heritage vessel. The **MV Grower** was built in 1924 for the Kincumber Grower Co-operative in NSW to transport produce from the many market gardens around Brisbane Water, an estuary located in the Central Coast region. In 2002 the vessel was brought to Melbourne in a very sad state of disrepair. Fortunately for those of us concerned about maritime heritage, Classic Cruises have gradually and very comprehensively restored her over the years, replacing all the ribs, 60% of the planking, new stempost, new wheelhouse, deck and deck beams, new sponsons and rudder, replacing the engine, prop the shaft, all the seating and, using nautical parlance, the 'head'. Maritime heritage stakeholders everywhere are pleased to see she has been given such meticulous care and attention – and pleasing too is that such a lot of the work has been visible from the banks of the CBD at Berth 3 Southbank Lower Promenade. Classic Cruises are expanding the Yarra heritage 'flotilla' in 2022 to include the SL **Protector** built in 1917, currently under restoration.

See <https://www.classicsteamboatcruises.com.au>



## Wreck Amazon 1863 Project News

MMHN congratulates **The Amazon 1863 Project Inc.** for two remarkable achievements in these challenging times. First, securing a \$20,000 State Government 'Living Heritage Grant' to conserve the deadwood of the Amazon wreck – the large 'boomerang' shaped section at the bow, joining the stem of the ship to the keel. The Project Secretary, Karyn Bugela, writes that wood provides a *wonderful indication of the size of timbers required to build a mid-nineteenth century wooden sailing vessel and will be a great asset to Inverloch.* The project could be completed by March 2021. The second achievement is the launch of the children's book with the intriguing title *Inverloch's Riddle of the Amazon – When is a Bark not a Bark?* funded by Bass Coast Shire. All proceeds from the sale of the book will go towards conservation projects. To purchase the book, email [karyn.bugeja@outlook.com](mailto:karyn.bugeja@outlook.com). MMNH also congratulates the Bass Coast Shire which really understand the value of maritime heritage.



What a positive note on which to conclude MMHN Updates for 2020 - an example of a very successful, highly motivated community in regional Victoria stepping in to save its maritime heritage – and seriously engaging with the young people of the area, with the support of government. An all-around success story to inspire us all in 2021.

**On behalf of the MMHN Board, I wish all maritime enthusiasts a benign summer memorable for all the right reasons - pandemic and bushfire free.**

**May 2021 bring health and harmony to all.**

**Best Wishes from the MMHN**

**Do keep well**

**Dr Jackie Watts OAM**  
Chair,  
Melbourne Maritime Heritage Network  
0400 305 323 or email [info@mmhn.org.au](mailto:info@mmhn.org.au)

The logo consists of a teal square containing the text "MELBOURNE MARITIME HERITAGE NETWORK" in white, uppercase, sans-serif font, arranged in four lines.

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**The membership form is available on <https://www.mmhn.org.au/>**