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The Australian Association for Maritime History Inc.

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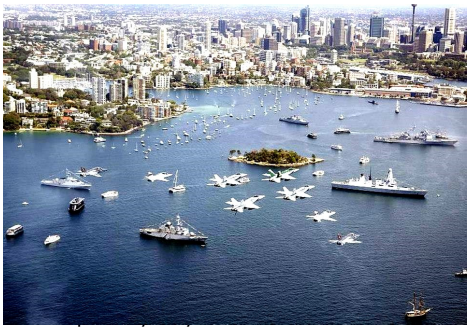
SPRING 2013

International Fleet Review marks centenary of RAN's first entry into Sydney



Tall ships and warships enter Sydney harbour for the IFR.

October 4 marked 100 years since the HMAS *Australia* led the first RAN fleet unit into Sydney harbor.

To commemorate this historic event the RAN reenacted the first entry and held an International Fleet Review in honour of the occasion.

The 1913 RAN fleet comprised seven HMA vessels: *Australia, Sydney, Melbourne, Encounter, Warrego, Paramatta and Yarra*.

This important maritime event was a display of both naval and national unity and the first true beginnings of the RAN.

The first RAN review was held in Port Phillip on 26 May 1920 with the fleet inspected by His Royal Highness the Prince of Wales. The Australian Fleet at that time consisted of 28 vessels anchored in four lines between Port Gellibrand and Point Ormond

Back in 1913, the centerpiece of Australia's new Fleet Unit was the Indefatigable class battlecruiser HMAS *Australia*, commissioned at Portsmouth on 21 June 1913.

On 25 July 1913, Australia sailed from England in company with the new light cruiser HMAS *Sydney* and reached the sheltered anchorage of Jervis Bay, New South Wales, on 2 October 1913.

There they were joined by the cruisers: *Encounter* and *Melbourne,* and the destroyers *Warrego, Parramatta,* and *Yarra*. Last minute preparations continued for the official entry into Sydney.

This year, the centenary was marked with the entry of 20 RAN warships, as well as vessels from 17 foreign countries.

Of these modern vessels, the HMA ships *Sydney, Darwin, Perth, Parramatta, Bundaberg, Diamantina* and *Yarra* led the procession into the harbor, representing the original seven ships of the Australian Fleet Unit.

Since 1913, the RAN has conducted ceremonial fleet entries into Sydney Harbour, often to commemorate particular naval or national anniversaries.

Tall ships joined in for the International Tall Ships Festival.

Historically fleet reviews have been held as displays of strength or for inspection prior to major expeditions.

In more modern times these events have taken on more peaceful motives; serving as focuses of commemorative celebrations and to foster international naval relations.

CO *Sydney* CMDR Karl Brinckmann said this evolution of fleet reviews is a positive sign of Australia's and other's naval conduct.

"One hundred years later, the fact that we are sharing the occasion with warships and tall ships from all around the world speaks as loudly for our diplomacy during times of peace as it does of our professionalism during times of war," he said.

In late 2011, the Chief of Navy - Vice Admiral Ray Griggs, AO, CSC, RAN had extended an invitation to over 50 nations to send a warship and/or tall ship to participate in an International Fleet Review in hopes of fostering a positive naval relationship with other nations.

The fleet entry into Sydney harbor was just one event among nine days of celebrations, cultural exchange and education.

These events included the tall ship parade, the ceremonial fleet review by Her Excellency the Honourable Quentin Bryce AC CVO, the IFR fireworks and lightshow spectacular and the naval march through the Sydney CBD.

The maritime spectacular also featured more than 60 aircraft, 10 military bands, 8000 sailors and a huge fireworks display on Saturday.

With the review now over, the tall ships have continued on to Auckland for the Tall Ships Regatta race and to continue the International Tall Ships Festival.

While the RAN and visiting warships have departed for training activities on the east coast of Australia.

Members are invited to submit a short item describing their experiences of the IFR, including any photographs of the events. Please email items to info@aamh.asn.au.

Navy sailors commemorate centenary.

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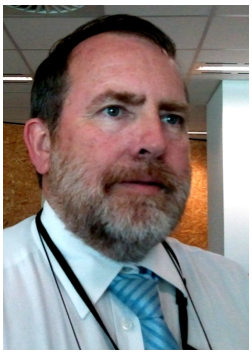
From the president...



The AAMH recently participated in Australia's only regular celebration of Maritime Day on 31 August at Victoria Quay, Fremantle.

World Maritime Day is celebrated in many countries worldwide, including Canada, the United Kingdom, and the United States. The festival day included an Expo managed by the Company of Master Mariners. A feature of the expo (from my perspective) was a large display of historical photographs of the Port of Fremantle.

The aim of the AAMH's participation was to raise awareness of the AAMH and establish contacts with like minded organizations and industry. The most frequently heard expression from visitors to the booth was "Never knew you existed". Up to 5,000 visitors to the Festival now know we exist!

Raising the awareness of people with an interest in maritime history about our Association is a key goal for the coming 12 months. With awareness comes the opportunity for the AAMH to bring together more people with an interest in maritime history.

I have heard a rumor that another Australian capital port may consider holding its own Maritime Day Celebrations. I am keen to hear from members whether this is true and whether members would like to participate in the event in some way.

Our next Public Lecture celebrates a very particular event. The Lecture will be delivered by John Longley reflecting on the 30th anniversary of *Australia IIs* America's Cup win. This will be the annual Vaughan Evans Memorial Lecture for 2013 to be held on 15 November at the WA Maritime Museum (see the Museum website for bookings). The event will also include the announcement of national maritime history prizes.

Recently we farewelled Jackie Elston and welcomed Ian Jempson, CEO Queensland Maritime Museum, as our Queensland representative. Welcome aboard Ian. We also farewell Natasha Prokop who has relinquished the editorship of this Newsletter upon completing her studies at Murdoch University. Natasha has done a wonderful job and we wish her well.

The Future of the AAMH- by Peter Ridgway

The AAMH was established in 1987 and members have shared many successes in our endeavours to promote the study, publication and appreciation of maritime history. However AAMH membership has declined in recent years and the environment in which we operate is substantially different to 1987.

The "Finding the Future" seminar workshop held in July 2012 found that the AAHM had a future but that changes needed to be made to secure a place in that future. The AAMH committee endorsed that a business/ marketing plan be developed and implemented. It is my privilege to introduce the following Plan to members for comment and support.

The Plan's key recommendation adopted by the Committee at our September 2013 meeting is that the AAMH's aim should not merely to arrest the decline of the AAMH but rather to reinvigorate and grow the Association to promote the study, publication and appreciation of maritime history (our existing purpose) – by positioning ourselves as the Australian authority on maritime history.

The Plan's marketing objectives include maintaining existing academic integrity and increasing exposure amongst academics and the general public to the AAMH, identifying new products and services, and adopting new technology such as PayPal for subscriptions and perhaps providing digital versions of our Newsletter.

There are a great many potential members that haven't heard about us. The Oceans Past IV and Indian Ocean Conferences of 2012 revealed a great many maritime historians that are not members of the AAMH. Visitors to the AAMH booth at Maritime Day on 31 August this year often remarked that they hadn't known we existed. It is time they did!

Potential members (target markets) include general history enthusiasts, multidisciplinary researchers and lecturers, maritime companies, sea and ship enthusiasts and the like. Potential members can be found in other like organisations, online, at local museums, festivals and conferences. The Plan aims to lift membership to 400 members by the end of 2016.

Lifting membership will assist to finance the Great Circle, Newsletter, public lectures and other activities. However this will not be enough. Therefore the Committee will seek other sources of revenue to ensure any rises in subscription fees are modest. The Plan includes identifying new products that can be sold separately to subscriptions, sponsorship and heritage grants.

The AAMH relies on members to get things done. Therefore active membership is critical to making the Plan a success. Strategies within our capacity to implement now include networking (members are welcome to propose sun downers and the like), member participation on social media (Twitter, Facebook, LinkedIn) and members attending conferences and seminars (we can provide brochures and other assistance to any member with an opportunity to promote the AAMH at an event).

Strategies already commenced include publishing special issues of the Great Circle, revamping the website, providing PayPal to make it easier for members to sign up, seeking sponsorship and grants for suitable projects and following up on contacts made during festivals and conferences. All is in addition to our existing activities.

Potential strategies for the future include but are not limited to new products (calendars, posters, souvenirs, smartphone apps etc), selling online or publishing traditional histories of maritime companies and unions, and employing part time help to ease the burden on AAMH volunteers.

From the editor...

Sadly this will be my last edition as newsletter editor.

I would like to take this opportunity to both thank all those members who have supported me in this position and made contributions to the newsletter and to welcome Sarah-Jane Aston, our new editor, to the AAMH family.

I would like to reflect on some of the stories over the past year that I have found the most rewarding to cover.

In the time I have been editor there has been a massive buzz surrounding the events of the past few months; the gathering of tall ships and warships for the International Fleet Review and International Tall Ships Festival, which has been and a pleasure to bring to members news of.

One of my favourite stories was also one of my first; learning about the construction of the Duyfken, WA's 16th Dutch replica that was made using traditional techniques. Another favourite was the new shipwreck preservation techniques being researched on the wreck of *The Clarence*.

Lastly, I would like to give a massive thanks to Peter Ridgway, who submitted several items for this, my final issue, and to encourage other members to do likewise in future.

AAMH Annual General Meeting – Have Your Say!

When: November 16, 11am
Where: Boardroom of School of Management and Governance, Murdoch University

If you have a passion for maritime history and want to be involved in assisting the Association to grow towards a brighter future, come along on November 16 to Murdoch University. Hear about the achievements of your Association for 2013 and contribute to the exciting plans for 2014 and beyond.

All members are invited to attend the meeting, at which nominations for the Executive positions will be called for and the office bearers will be elected for the forthcoming year.

A reminder that although traditionally members of the Executive have been located in the same state, this should not preclude members from other states nominating.

Following the formal proceedings a BBQ lunch will be served.

Members interested in attending, please RSVP your attendance and nominations for President, Vice President, Secretary and Treasurer and to Colin Harvey by email at Colin.HARVEY@dmp.wa.gov.au

Maritime Rock Art Special Issue of the *Great Circle*

The next *Great Circle* will be a bumper special edition examining the importance of maritime rock art to maritime history.

Every member will get one as part of their subscription. Extra copies will be available for purchase as gifts.

Details will appear on our website or can be obtained from the Secretary by post or through our email address info@aamh.asn.au

While you're waiting for your copy of the Rock Art Special Issue, why not catch up on past editions of the Great Circle? Through the online database JSTOR, you can access past editions of the Great Circle for FREE. Head to:
http://www.jstor.org/action/showPublication?journalCode=greacirc

Vaughan Evans Memorial Lecture : What next for the America's Cup?

When: November 15, 6pm
Where: NWS Shipping Theatre, Western Australian Maritime Museum

John Longley will present this year's Vaughan Evans Memorial Lecture: What next for the America's Cup? *Australia II* to *Oracle USA*.

He will explore how the America's Cup race has evolved over the past 30 years from 12 m yachts doing 8 knots to foiling catamarans doing 50 knots.

Follow the evolving saga of how the world's oldest international sporting trophy has dramatically changed: from the time Australia II won the America's Cup in 1983 to the amazing events of the 34th Match just concluded in San Francisco and how the race might evolve towards the 35th Match.

All members are welcome to attend.

Jeffrey Mellefont Retires

Long-time AAMH member Jeffrey Mellefont has recently retired after 25 years with the Australian National Maritime Museum. The AAMH would like to pay tribute to his contributions to the field of maritime history.

Editor of Signals magazine, Jeffrey is a one-time wharfie and tuna fisherman, formerly a professional blue-water yacht skipper and navigator, and a long-standing maritime writer and photographer. He has written and edited several publications for the ANMM.

He's had a 30-year research interest in Asian maritime affairs and has led tours to the region.

A graduate of the University of Sydney, Jeffrey was a foundation staff member of the ANMM and a former Vice President of, and Newsletter editor for, the AAMH.

International Tall Ships Festival

Tall Ships enter Sydney and on to Tall Ship Regatta

Tall ships enter Sydney Harbour. Photo: ASTA.

Sixteen tall ships from around the world have undertaken a massive journey over the past months. They have travelled to Australia, visiting Fremantle, Adelaide, Melbourne, and Hobart for Tall Ships Festivals in each city and culminating in the celebrations for the centenary of the first entry of the Royal Australian Navy's Fleet into Sydney Harbour.

The Sydney Tall Ships Festival began on October 3, one day before the official centenary.

On October 10 the Bark *Europa*, *Lord Nelson*, *Oosterschelde*, *Picton Castle*, *Spirit of New Zealand*, *Tecla* and *Young Endeavour* set sail on the Tall Ships Regatta race to Auckland.

These ships are now in the final stages of this race from Sydney to Auckland.

The 2013 Sydney Auckland Tall Ships Regatta is the first international tall ship race to be held in the Southern Hemisphere.

Ten Tall Ships will race from Sydney to Opua in the Bay of Islands and from there sail together down the East Coast stopping at Kawau Island before entering Auckland Harbour, where they will reside for a three day festival in the city.

To learn more about the tall ships that have participated in the recent events or to learn more about the Tall Ships Regatta including who is in the lead of this epic race, head to http://www.tallshipfestival2013.com/home.html.

Members are invited to share with us their experiences of the Tall Ships Festival in their city. Please email info@aamh.asn.au with any photographs, or recounts of the events.

Near Disaster

KRI Dewaruci
Photo: Selina Fae.

The Indonesian Navy barquentine training ship *KRI Dewaruci* ran into trouble along WA's Gascoyne coast, while sailing from Geraldton to Fremantle for the Fremantle Tall Ships Festival.

The vessel met with intense storms near Shark Bay, causing the upper topsail section on the foremast to snap off.

Temporary repairs were made enroute by lashing the fallen mast into position until the vessel could reach Fremantle.

Despite the drama on the seas, the marching band of the cadet sailing ship were able to keep spirits high, performing for Indonesian, Fremantle and Naval dignitaries upon their arrival in Fremantle.

Built in Germany by HC Stülcken & Sohn, construction of the *Dewaruci* began in 1932, but was suspended due to the outbreak of World War II. After these delays she was finally launched in 1953.

The *Dewaruci* is reported as being destined to be pensioned off and displayed at a naval museum.

Stormy Reception

The 'Oosterschelde'
Photo: Nlembassy

Malcolm Tull and Peter Ridgway were guests of Arnold Stroobach, Honorary Consul of the Kingdom of the Netherlands and the Australian Dutch Business Council at a reception aboard the three-masted topsail schooner '*Oosterschelde'* on the stormy evening of 15 August. The schooner is the last remaining representative of the large fleet of schooners that sailed under the Dutch flag at the beginning of the 20th century. It was launched in 1918 and restored between 1988 and 1992. It is 50 metres in length and has 9 cabins.

The schooner departed from her homeport Rotterdam in November 2012 and followed the ancient trade route past the Cape Verde Islands and Brazil and on to Cape Town where she met the three-masted bark '*Europa'* and '*Tecla*'. From there, the 3 ships sailed to Fremantle in the wake of Dutch explorers such as Cornelis de Houtman, Abel Tasman and Van Diemen.

The ships then left to join others in Sydney for the International Tall Ship Festival in October.

Marine and Maritime Research Festival

The Marine and Maritime Research Festival will take place over four days next month.

The festival will cover many contemporary themes and issues in a variety of formats.

The Sea - Episodes and Imaginings will be a one day symposium exploring the many facets of storytelling and interpreting maritime historical events through a multitude of creative disciplines.

examining the construction of histories through film, literature, theatre, museology, film, visual arts and music with a particular focus on maritime histories and cultures.

The festival will also include a two-day Changing Coastlines Symposium including workshops looking at the role of keystone species in coastal management and the issue of shifting baselines under climate change.

These shifting baselines have the capacity to impact the many bio-cultural and ecological communities of the coast and the ways in which we research and manage the coast.

For more information visit: http://sydney.edu.au/snccs/seminarsandlectures.shtml

City of Adelaide finally returns to Australia

The *City of Adelaide* being prepared for its voyage. Photo: City of Adelaide.

The fate of the world's oldest surviving clipper ship, The *City of Adelaide*, has been the center of controversy for over a decade.

But this historic ship has finally been given the all-clear to return to Australia.

The clipper was built in Sunderland, England in 1864. It worked until 1893 transporting migrants from England to South Australia until 1893, when it was decommissioned and used as a floating hospital and later, trading ship until it sunk on the Clyde River in 1991.

In 1992 the clipper was raised and transported to the Scottish Maritime Museum where it sat on the banks of the Irvine River in a dry dock until its present extrication.

The controversy has come from several opposing parties: The Scottish Maritime Museum wanted to scrap the vessel that had become neglected during its 20 years on land and would require an estimated $20 million to restore. The South Australian government and City of Adelaide Preservation Trust laid its claim to the vessel, saying it should return to Australia due to its historical significance to the area. But campaigners in Sunderland also laid claim to the vessel saying it was of greater historical significance to the city in which it was built.

After a drawn-out, 14 year battle for the ship that was proposed to be scrapped, the Scottish government finally stepped in to save the ship and return it to Adelaide.

In the 1920s the *City of Adelaide* was renamed *HMS Carrick*, however, in a recent ceremony in London the vessel was restored to its former name.

The *City of Adelaide* will reside in London beside the famous British clipper, The *Cutty Sark*, before being transported to the Netherlands and on to South Australia.

The *City of Adelaide* is expected to arrive in Adelaide in spring of 2014 where it will become a tourist attraction.

Spectators gather in Scotland to farewell the then *HMS Carrick*. Photo: Peter Roberts/ CoA.

Unravelling the mysteries of *HMCS Protector*

Researchers taking baseline measurements of HMCS *Protector*. Photo: ASMM

Major research is taking place on the wreck of South Australia's first colonial warship, *Protector.*

This research is in combination with endeavors by the South Australian Maritime Museum to create an exhibit for the 100th anniversary of the start of World War I.

The South Australian Maritime Museum and the Australian Centre for Visual Technologies are exploring ways to map *Protector* in order to tell the story of WWI from a South Australian perspective.

This project aims to use archaeological and cutting-edge 3D visualisation technologies to present a complete record of *Protector* from 1884– present.

The research will seek to answer questions about the vessel's construction, modification and continued deterioration, promote its future preservation and management, and form a significant part of the Museum exhibition.

Phase one of the project commenced last month with an archaeological investigation of the remains of *Protector*.

The research team used video, 3D photogrammetry and laser scanner technologies to capture *Protector* for later display in the SA exhibit as a way of bringing *Protector* from QLD to SA.

These modern techniques were used on the majority of the vessel which remains above water, while traditional archaeological surveying methods were used to map the underwater components.

In its hey-day *Protector*, a purpose-built warship and the flagship of the South Australian navy, spent much of its career patrolling the southern and eastern seaboards. It became a part of the RAN in 1911.

From September 1913, *Protector* served as a tender to HMVS Cerberus and when WWI broke out, Protector began service as a depot ship to the AE 1 and AE 2 submarines.

In 1921, *Protector* was renamed *Cerberus* and became a tender to the new Naval Depot, where she worked until she was bought for disposal in 1924.

Over the next several years she was dismantled, converted into a lighter and put to work under the new name, *Sidney*.

During WWII, *Protector* was requested by the US Army for war service. While en-route to New Guinea as part of this service she sank off Gladstone, QLD in 1943 after a collision with a tug boat.

Her hull was later taken from Gladstone to Heron Island and sunk for use as a breakwater.

The hull is still visible today and an iconic sight at the island.

Researchers conducting corrosion studies in stern section of *Protector*. Photo: SAMM.

Historic Vessels Seminar

WA's boating and maritime industries.

When: November 15
Where: NWS Shipping Theatre Western Australian Maritime Museum

From 2pm onwards on November 15, the WA Maritime Museum is presenting a public seminar which will include the Vaughan Evans Memorial Lecture and is sure entice any maritime history enthusiast.
Hear stories about Western Australian boating and maritime industries at this unique seminar which pairs first-hand accounts from sailors and workers with analytical historical presentations on fishing, pearling, Indigenous coastal culture and sailing.
This lively community-led seminar is being held during the visit to Fremantle by the national council of the Australian Register of Historic Vessels (ARHV).
The ARHV promotes surviving historic craft and the stories of the people and communities connected to them.
The ARHV presents vessels of all types and sizes built up to 1965 which are relevant to Australia's maritime heritage.
It features information on their designers, builders and owners, as well as the social and geographical context in which they have existed.
The register can be accessed through the ANMM website.
A session on the ARHV will feature WA boats and invite discussion about what you would like to see the register do.
Nominate your boat, come and tell us what you think.
A special evening function follows with presentation of the Australian Association for Maritime History Awards, the Vaughan Evans Memorial Lecture by guest speaker John Longley, and the awarding of certificates to Western Australian owners of craft on the ARHV.
Bookings are essential.
If you would like to attend or would like more information please contact Daina Fletcher, Senior curator Australian National Maritime Museum at dfletcher@anmm.gov.au.
See also the enclosed flyer for further details of the program of events.

Maritime Day Celebrations

Peter, Malcolm and Sally at Maritime Day. Photo: Selina Fae

Australia's only regular celebration of Maritime Day took place on 31 August at Victoria Quay, Fremantle.
The free annual expo celebrates the wider maritime industry and Fremantle Port, whilst providing the public with information about maritime education and careers in the maritime field.
Peter Ridgway, Malcolm Tull and Sally May (pictured) manned the AAMH booth which was one of 40 industry booths showcasing maritime education, safety, leisure and businesses.
The Guided Missile Frigate, HMAS *Sydney*, KRI *Dewaruci* and STS *Leeuwin* were major draw cards at this year's event.
Our booth raised awareness with prospective members and sponsors. Many people from like-minded organisations said that they hadn't known we exist!
The Association hopes to be involved in the Maritime Day celebrations again next year in order to raise further awareness of its activities in the maritime history community and build networks with other similar organisations.
Volunteering opportunities for members will be available for this event and details will be give closer to the time as to how members might participate.

National Maritime History Prizes

The winners of the Maritime History Prizes, sponsored by the Association, will be announced on 15 November.
This will include the announcement of the AAMH and Australian National Maritime Museum *Frank Broeze Memorial Maritime History* book prize and *Australian Community Maritime History Prize* winners.
The Frank Broeze Memorial Maritime History book prize is named in honour of Frank Broeze, a founding member of the AAMH.
He served as President of the Association in the 1980s and was the first editor of the Association's journal *The Great Circle*.
He was widely respected as a maritime historian and university teacher.
The Australian Community Maritime History Prize was introduced in 2011 and is awarded to a regional or local museum or historical society for a publication (book, booklet, educational resource kit or other media) relating to an aspect of maritime history of that region or community.
Both prizes reflect the wish of the two sponsoring organisations to promote a broad view of maritime history that demonstrates how the sea and maritime influences have been more central to the shaping of Australia, its people and its culture than has commonly been believed.
The 2013 competition will be the seventh joint prize for a maritime history book awarded by the two organisations.
Cash prizes to a total of $4000 and a 12 month subscription to the AAMH will be awarded to the winners.
This will be the final competition managed by retiring ANMM publications manager Jeffrey Mellefont.
The announcement will be made at the AAMH's Vaughan Evans Memorial Lecture and will also be published in the ANMM publication *Signals* and in our own Newsletter.
Nominations for next year's awards will open in Summer 2014 and any interested parties should watch the newsletter and AAMH website for entry details closer to the time.

Call for papers: Australian Maritime Museums Conference 2014

The October 31 deadline for submitting conference papers for the 2014 AMMC conference is fast approaching.

The conference aims to draw together the maritime museum community and assist members of this network in reaching their goals.

Papers should address what is going on in maritime museum networks of Australia; the successes, failures and lessons learnt.

The conference will take place in Queenscliffe in March next year.

Proposals can be emailed to Peter Abbott at pabbott@warrnambool.vic.gov.au.

New Northern Territory discoveries may rewrite history

A recent research expedition to the Wessel Islands in the Northern Territory has uncovered indigenous rock art and artefacts that indicate the north of Australia may have been visited before the first European encounter in 1606 by the crew from the *Duyfken*.

The indigenous artworks depict vessels and white men, which may predate the arrival of these Dutch explorers.

In 1944 a RAAF serviceman discovered five 1000-year-old copper coins at the Wessel Islands, believed to have originated from the ancient African kingdom of Kilwa.

The recent expedition was undertaken in an effort to uncover clues as to how they fit into Australia's early maritime history.

The rock paintings, together with the ancient coins, have led to speculation that the northern parts of Australia may have been visited by seafarers before 1606.

The expedition also found a piece of timber believed to be deck bracing for an old sailing ship.

Once the timber is dated, the results could support the theory that the coins washed ashore following a shipwreck off the islands.

The findings of this expedition will be published in full in the Australian Geographic in 2014.

Sanyo Maru wreck given over to Australian custody

Divers on the wreck of the *Sanyo Maru*.

The *Sanyo Maru* sits on its keel in 27m of water 60km off the Arnhem Land coast.

On July 1, 1937, the *Sanyo Maru* was heavily overloaded with cargo and a crew of 20 when hit by a storm, and sank. Two crew members died.

The *Sanyo Maru* is significant, not only because it was the only wreck of a Japanese pearling mothership in Australia, but because of the site's remarkable condition and the significance of its archaeological relics.

It is hoped that the unique collection of relics at the site can provide Australian researchers with insights into the operation and technology of the pearl shell trade during the 1930s and the day-to-day lives of the crews..

Japanese Ambassador, His Excellency Yoshitaka Akimoto, said the move was welcome and would help remind people of the long ties between the two countries.

The *Sanyo Maru* was a steel ship used to support a fleet of pearling luggers.

At the height of the pearl shell industry 190 pearling luggers were operating in the Arafura Sea, with each lugger averaging a crew of 14.

Investigations into maritime heritage sites at

The Queensland Department of Environment and Heritage and Protection and Flinders University recently undertook fieldwork to locate, identify and record maritime heritage sites at Hinchinbrook Island, on the Great Barrier Reef.

The Hinchinbrook Channel was an important shipping route from the 1850s until the early 1900s and was the location of at least five wrecks of trading ships.

Merchant wrecked while traversing the Hinchinbrook channel en-route to Carins with valuable cargo of cedar logs. Subsequent attempts to salvage this cargo resulted in the wrecking of several other vessels in Ramsay Bay.

One such wreck, of particular interest to the study, is that of *Belle* in Ramsay Bay and a nearby concentration of artefacts to the south of *Belle*.

Masters students and staff from the Flinders University Archaeology Department were lucky enough to assist DEHP with the recording and interpretation of maritime archaeological sites on the island, including that of *Belle*.

Board of Longitude papers digitised

The papers of the Board of Longitude have recently been digitized and launched for public access.

The Board of Longitude was a body consisting of parliamentarians, administrators, scholars and naval officers and whose task it was to assess proposals on how to solve an enduring challenge to maritime navigation: how to determine longitude at sea.

This project, a partnership between Cambridge University Library, the National Maritime Museum and the AHRC-funded Board of Longitude Project, presents fully digitised versions of the complete archive and associated materials, relevant resources and hundreds of links through to relevant objects in the NMM's online collections. The collection can be accessed at:

http://cudl.lib.cam.ac.uk/collections/longitude

AAMH Executive

The AAMH is run by an Executive Council that has representatives from the states and territories. It is currently based in Western Australia.

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All Contributions Welcome

Australian Maritime Events, Spring 2013

October		
Thursday 24	Australian National Maritime Museum, NSW	Tour: Garden Island naval heritage
		Book launch: Peter Plowman: Voyage to Gallipoli
Friday 25–Sunday 27	Auckland, NZ	Tall Ships Regatta finish and Auckland Festival
November		
Sunday 3	Australian National Maritime Museum, NSW	Welcome Wall Unveiling
Tuesday 5	Tasmanian Museum and Art Gallery, TAS	Free Public Talk
Wednesday 6- Saturday 9	Australian National Maritime Museum and University of Sydney, NSW	Marine and Maritime Research Festival: The Sea - Episodes and Imaginings
Sunday 10	Western Australian Maritime Museum, WA	Public Lecture: The Driving Force: Food, Evolution and the Future
Friday 15	Western Australian Maritime Museum, WA	Public Lecture: Fishing, pearling, travelling or trading: Western Australia's seagoers and their craft
		Vaughan Evans Memorial Lecture: What next for the America's Cup? Australia II to Oracle USA
Sunday 17	Australian National Maritime Museum, NSW	Curator talk: Meet the vikings
December		
Tuesday 3	Tasmanian Museum and Art Gallery, TAS	Free Public Talk