

NUMBER: 223 — MAY 2022



The Bundeena in Sydney Harbour, 1946 with Captain Ryall at the helm [Courtesy: Sydney Harbour Ferries]

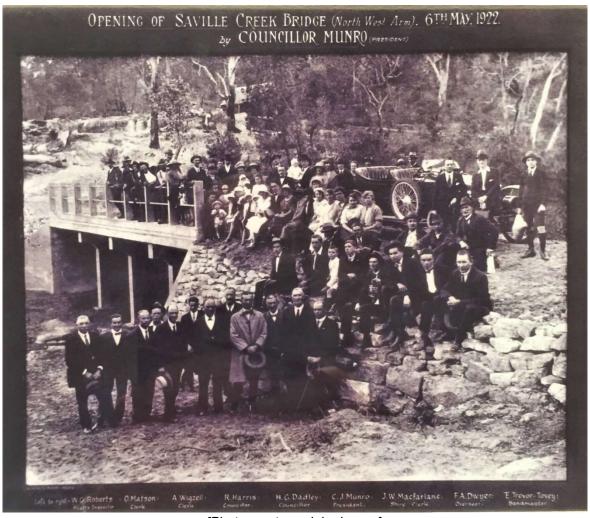
(See story on p.8: 'Captain Robert Ryall, Founder of the Bundeena – Cronulla Ferry Service')

MINDFUL OF THE PAST - FOCUSED ON THE FUTURE

EMAIL: shirehistory@gmail.com **SSHS WEBSITE**: www.shirehistory.org

FACEBOOK: Sutherland Shire Historical Society

CENTENARY OF SAVILLE CREEK BRIDGE, GRAYS POINT Opened 6 May 1922



[Photo courtesy: John Lawes]

This month is the centenary of the opening of Saville Creek Bridge on 6 May 1922, officiated by Shire President Joe Monro. It was the first steel and concrete bridge erected by Sutherland Shire Council. It opened up Grays Point, making North West Arm Road (then Coombes Road) accessible by sulky, carriage or motor car, and was popular with local residents such as John Lawes' family who were early settlers of the area. It also provided an alternative road to the National Park, and was a major boost to the development of Grays Point.

John Lawes alerted us to the bridge's centenary and provided this photo, which is taken from the north. His father, Ted, who was a small child at the time, is beside the post with his father. John suggests the flash car behind might belong to Councillor Monro.

Saville Creek bridge on North West Arm Road in 2008.

Taken from the south.

[Making a Point: A history of Grays Point, compiled by Bill Barton and John Turner, SSC, 2008, p.xv]





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Extra printed copies of the *Bulletin* will be available at meetings for \$5.

East Coast Encounters 1770, 2nd ed., will also be available for sale at meetings for \$30

MEMBERSHIP RENEWALS FOR 2022-2023 ARE NOW DUE (Membership renewal form enclosed)

SUTHERLAND SHIRE HISTORICAL SOCIETY

THE SOCIETY

The SSHS has a proud tradition stretching back more than half a century and is an entirely volunteer and not-for-profit organisation. Over the years the Society has taken on the responsibility of recording and preserving local history so that Shire residents can learn more about our past.

WRITING FOR THE BULLETIN

Since its beginning, the Society has fostered the skills of local writers and their work is recorded in the *Bulletin* – copies of which can be accessed on our website: www.shirehistory.org or at Sutherland Library - Local Studies. Members and non-members are invited to submit material for future editions and although we give local history priority, we are happy to accept stories on Australian history generally. We ask that you quote your sources and acknowledge any material used as well as obtaining permission from authors. Any enquiries contact the Editor: Elizabeth Craig at elizabeth.craig@y7mail.com or phone 0491 096 642.

Digital copies of the *Sutherland Shire Historical Society Inc Bulletin* are emailed to all Society members with online access. Print copies can be purchased at \$5.00 each. Digital copies are also emailed to all Shire council libraries, the Mayor, Shire General Manager, all Councillors, local politicians, the Royal Australian Historical Society, National Trust of NSW, NSW State Library, National Library of Australia, University of Sydney, University of NSW, Shire high school libraries and some local businesses. Issues from September 1966 are also posted on the SSHS website: www.shirehistory.org

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REGISTRATION

SSHS BULLETIN – ISSN 1444-2930 (from February 2000); ISSN 2652-4000 (ONLINE) (from May 2019)
Society publications are registered with the National Library of Australia in accordance with International Standard Serial Numbering and have an ISSN or ISBN number.

SUTHERLAND SHIRE HISTORICAL SOCIETY MEETINGS

Monthly meetings are held on the THIRD Saturday of each month at 1.30 pm (except December) – at Stapleton Centre, 3A Stapleton Avenue, Sutherland (near the library). We welcome visitors to hear our guest speakers, mix with local history enthusiasts and share afternoon tea and a chat. Due to the COVID-19 concerns, we ask that you register your attendance ahead by email to: shirehistory@gmail.com or phone Creo Moore on 0425 226 405

SUTHERLAND SHIRE MUSEUM

Our new Museum at 88 Venetia Street, Sylvania is now open for visitors. Opening hours are:

Tuesdays, 12.00 – 4.00 pm, Thursdays and Saturdays, 9.30am – 1.00pm. Entry is \$5. If you would like to organise a group visit, please contact Museum Manager, Peter Moore: 0427 213 575 or email us at shirehistory@gmail.com.

DONATING MATERIAL: If you have items of historical significance to Sutherland Shire such as artefacts, documents or photographs, that you wish to donate or lend to the Museum, please contact us at shirehistory@gmail.com. While we welcome such items, we have very limited space and have to adhere to our acquisitions policy which dictates what sort of items we can accept. If you do not wish to part with original items, we would welcome copies of documents and photographs. Temporary loans for specific periods for suitable items are also welcome. Cash donations and sponsorship assist us to improve the museum and perhaps you can keep the museum in mind when planning your estate.

CONTACTING THE SOCIETY

All correspondence and membership enquiries should be addressed to The Honorary Secretary, Sutherland Shire Historical Society. PO Box 389. Sutherland. NSW. 1499

Alternatively, email us at shirehistory@gmail.com

SOCIETY EXECUTIVE COMMITTEE: 2020-2021 ELECTED MEMBERS

PATRON:	Shire Mayor, Clr Carmelo Pesce			
PRESIDENT	Pauline Curby	0427 527 721	pcurby@iprimus.com.au	
VICE PRESIDENT	Elizabeth Craig	0491 096 642	elizabeth.craig@y7mail.com	
SECRETARY/PUBLIC OFFICER	Graham Burton	0423 234 127	grahamburton@live.com.au	
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	Carol McDonald	0403 877 397	jmcdonald@optusnet.com.au	
	Deb Burton	0403 625 889	burton.deb@gmail.com	

APPOINTED POSITIONS

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AFTERNOON TEA	Anne Steward		
	Kate Doherty		
	Floriana Camper		
	Deborah Burton		
HONORARY SOLICITOR	Michael Solari		

SSHS CALENDAR: JUNE - AUGUST 2022 (See website: <u>www.shirehistory.org</u> for updates)		
SSHS MEETING - normally held at 1.30pm, 3 rd Saturday in the month at the Stapleton Centre, Sutherland		
Sutherland Shire Museum at 88 Venetia St., Sylvania is open: Tuesdays 12.00 – 4.00pm Thursdays and Saturdays, 9.30 am – 1pm		
MAY 2022	Wed. 25 th	EXCURSION*: Greg Jackson and Pam Forbes will lead a visit to the remains of Parkesvale Pleasure Ground (1899 – c.1912). [Postponed from 4 th May]. Meet at Sandy Point Community Centre at 9.30am. Plenty of parking. Walking: about 2.5km round trip. Bring morning tea, hat, water, sunscreen. More details on website and at May meeting. Advise Greg Jackson if attending: 0450 615 104
JUNE 2022	Wed. 8 th	EXCURSION*: Greg Jackson and Pam Forbes will lead an excursion to Warumbul in the Royal National Park. Warumbul is the location of one of the oldest houses in the Shire and belonged to ex-convict Charles Gogerly. He lived in the cottage from 1853. Meet at Loftus Oval for car-pooling at 9:30 am. More details on website and at meeting. Advise Greg Jackson if attending: 0450 615 104
	Sat. 18th	GENERAL MEETING SPEAKER: Jim Haynes, an Australian writer, entertainer, broadcaster, humorist, songwriter and historian, will speak on a topic yet to be announced.
JULY 2022	Wed. 6th	EXCURSION*: Sydney University walk, including Chau Chak Wing Museum displaying three of the four Kamay spears returning to Sydney from Cambridge University. They were taken from Botany Bay in 1770 by Lt James Cook. Contact Christine Edney if attending: 0410 141 439
	Sat. 16 th	GENERAL MEETING SPEAKER: David Martin's topic is a reappraisal of the Gallipoli legend.
AUGUST 2022	Fri 20 th	GENERAL MEETING SPEAKER: Matt Murphy will speak on the topic entitled: 'Rum, a distilled history of colonial Australia'?

^{*}EXCURSIONS: Please note that for insurance reasons only SSHS members can attend excursions.

PRESIDENT'S REPORT

PAULINE CURBY



This year Sutherland Shire Historical Society hosted the launch of the Shire's annual Heritage Festival, marking the beginning of a month of activities at a number of local

venues. On Friday evening 29th April this event was held at Cronulla RSL where the mayor Councillor Carmelo Pesce formally launched the festival. Also in attendance was Deputy Mayor Councillor Carol Provan and Councillor Peter Scaysbrook. Bruce Howell, deputy chair of Sutherland Shire Council Aboriginal Advisory Committee, did an 'Acknowledgement of Country' and chair of the Sutherland Shire Citizens' Heritage Festival Committee Dawn **Emerson** addressed the gathering. In addition, Society archivist Carol McDonald mounted a display of historical photos highlighting this year's Heritage Festival theme, 'Curiosity'.

This was an opportunity for Bruce Howell to introduce attendees to Sutherland Shire Historical Society's publication *East Coast Encounters 1770, reflections on a cultural clash.* This book featuring articles by a variety of authors – local and academic – was published in 2020 to commemorate 250 years since James Cook's expedition landed at Kurnell. Because of COVID restrictions a launch was not possible at the time. This was an appropriate occasion to mark the volume's second printing.

In my last report I predicted our new museum would be open by late April for the Heritage Festival – well it is and it isn't. While the inside displays are almost finalised and just need some fine-tuning, more needs to be

done outside, especially with regard to signage. As the Holt organ is still undergoing restoration, we prefer to postpone the grand opening until this is complete – perhaps in September. Meanwhile visitors are welcome to view our displays, relating to the overall theme, 'old but new'. On 30th April when the vintage bus did the rounds of the Shire as a Heritage Festival activity, 16 people attended.

The executive is extremely pleased with the work the museum volunteers are doing sorting photos, gardening, helping mount displays and a multitude of other tasks. In March we held a volunteer training day, including a barbeque. As well as touring the museum, we discussed work, health and safety guidelines, opening and closing procedures, greeting visitors and catering for different demographics. It was a successful day and another training session will be held on 20th May. Our Museums and Gallery advisor Lynn Collins indicates he is pleased with the progress we have made. On his penultimate visit in late April, he suggested additional lighting would improve visibility for some displays. This, and other issues relating to the building, will be discussed with Sutherland Shire Council representatives.

Despite the fact the Society's energy has been focused on getting the museum up and running, other activities continue. On 24th March Greg Jackson and Pam Forbes led a fascinating excursion to Delardes Reserve overlooking the Georges River at Illawong. A separate report appears in the *Bulletin*. At our May meeting Greg and Pam will be speaking on the Pleasure Grounds of the Georges River. I look forward to seeing many of you there.

MUSEUM REPORT

John Doherty, Graham and Deb Burton on behalf of manager, Peter Moore

Our good crew of VS volunteers have been busy setting up the Museum for that magic opening day. Although we have no date as yet, progress is good, attested by the positive comments received from members visiting. You are most welcome to visit us any time. You will find us open on Tuesday afternoons, Thursday and Saturday mornings.

We are currently also working on outside exhibits but the rain has been a great interference, causing havoc as we try to keep the grass down. Despite these challenges, congratulations must go to our two gardeners, Peggy Annabel and Julie Donno. The Aboriginal food garden is coming along nicely.

Our volunteers work various days and shifts and are either involved in external or internal duties. A recent volunteers training course provided guide training that will be further fine-tuned when we are receiving visitors.

Sorting and collating a large collection of photos and paraphernalia is still being undertaken. It's amazing what you can collect over 35 years.

Internal exhibits have been a challenge in getting that right cabinet display, labels and signage. A small stand to hold a silver jug was added to Cecil Hotel planter, and sign post outside re-painted.

A number of members attended the Heritage Festival launch opened by our Mayor on Friday evening. Bruce Watt kindly acted as MC for the event and Pauline Curby gently put SSC on notice to provide expanded support and suggested the Shire deserved a professionally run museum in larger premises.

Heritage Day was quite successful with 16 visitors, many of them taking advantage of the Vintage bus visiting our Museum at 88 Venetia Street, Sylvania, as well as Hazelhurst Gallery, The Brick Pit at South Village, Kirrawee, Brinsley's Joinery and finally the Loftus Tram Museum.

Our new internal and external signs have just been delivered. We believe they will enhance the museums general appeal while affording a more professional look.



Aboriginal room at the Museum with new sign [Photo: Elizabeth Craig]

FROM THE EDITOR'S DESK

ELIZABETH CRAIG

As the cover of this *Bulletin* suggests, this issue contains stories about boats! We have no less than three articles celebrating significant boats from our national and local history.

Intriguing to me is the background of Captain Ryall, founder of the Cronulla - Bundeena ferry service in 1915 (p.8). The author, Christine Edney and I could find very little information about Captain Ryall — where he did his apprenticeship in the UK, where he lived when he arrived in Australia or whether he had a family. If you know any other details of this man, so significant in Shire history, we'd love to hear from you.

La Perouse Museum is holding an exhibition celebrating 250 years since the first visit of French ships to Australian shores in March 1772, and the opening address by Ed Duyker is reprinted here (p.19). Garriock Duncan discusses the building of replicas of 16th and 17th century vessels with claims to Australia's maritime history (p.24).

Last week Shire resident John Lawes contacted us about the centenary of the opening of Saville Creek Bridge in Grays Point on 6th May 2022. It was a very significant bridge, as it allowed easy access to Grays Point, drawing in settlers. Luckily, there was

time to include the photo of the opening in the May *Bulletin* (inside front cover). John Lawes' family settled in Grays Point early in the 20th century. A whole *Bulletin* was devoted to the history of Grays Point in November 2002, and it features the Lawes family.

Thank you to Greg Jackson and Pam Forbes for their intriguing story about the Shire's castle (p.11). Reports of truly enlightening excursions to historic sites along our rivers led by Greg and Pam are also included.

RAHS' History Magazine (March 2022) published Pauline Curby's article on the rebirth of our Museum. It is a great story of the process of building a museum against huge odds. Reprinted here (p.15) you can see what a real achievement it has been. Thank you, Pauline and well done all involved!

Lastly, if you heard Stephen Gapps' address at the February meeting on the Bathurst wars between the local indigenous and white settlers in early 19th century, you'll enjoy reading historian Dr David Martin's review of Stephen's book, *The Sydney Wars* (p.21).

David will address our July meeting on his own special interest – a rethink of the Gallipoli legend. It promises to be thought provoking.

INTRODUCTION TO GENEALOGY

Many members of SSHS know their family have lived in the area for a long time. It can be really interesting to link social history with your family history and genealogy. It adds another layer of detail to your family story, and you sometimes discover some interesting history as well. The local U3A is offering a new genealogy course in the second half of the year which would provide a good introduction for anyone interested in investigating their family story. It is amazing what the records can reveal.

For more details, contact Carol Cook via email: cook44271@gmail.com.

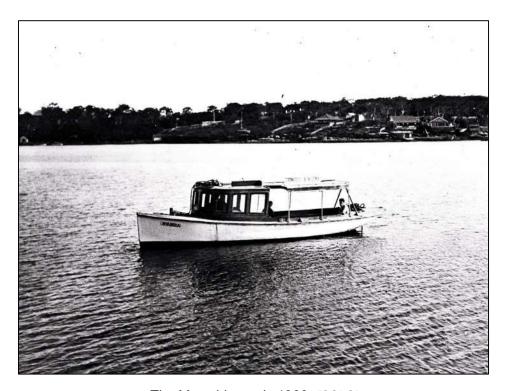
CAPTAIN ROBERT RYALL FOUNDER OF THE CRONULLA-BUNDEENA FERRY SERVICE

CHRISTINE EDNEY

Captain Robert Ryall had started his maritime career as a quarter deck apprentice on the Scottish sailing ship *Tamar* in 1891. In 1895 after finishing his apprenticeship in the UK he became Third Mate on the *Tamar*. The following year Ryall was made Second Mate on another sailing ship, the *Macquarie*, and in 1897 became First Mate on that ship.

In 1901 Ryall passed the examination for 'Foreign-Going Master' (allowing him to operate as a Master on ships less than 24 metres long). Health issues led him to seek a kinder climate, and he left sailing ships to become Second Officer of a new passenger steamer, the *Victoria* on her maiden voyage from Glasgow to Sydney. In 1903 he became Chief officer of the *Victoria*. Ryall served on a number of other ships until 1911 when, after gaining pilot certificates for several Australian and New Zealand ports, he became Master of the *SS Pupuke* in New Zealand.

In 1913 ill health forced Ryall to give up his seafaring life. He settled in Bundeena where he had purchased land in 1904, and on 1st March 1915 he began the Cronulla – Bundeena ferry service single-handedly with a 20-passenger launch, the *Myambla*.



The Myambla, early 1900s [SSLS]

Captain Ryall retired in 1945 and sold the service in July 1947. The citizens of Bundeena organised a testimonial fund for him, and on 17th March 1945 he was presented with an inscribed gold watch to commemorate his 30 years of service. He died at Tuross Lakes in 1953.

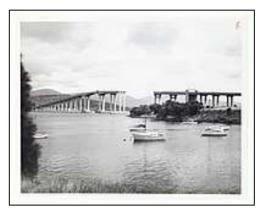
The Bundeena

In 1946, before selling the ferry service, Ryall commissioned the building of a 198 passenger ferry for the Cronulla - Bundeena run.

The *Bundeena* was built at Lavender Bay by W Holmes Bros, and launched on 4th October 1946. Captain Ryall sold the service and the ferry to Cliff Mallam six months later, and in 1965 Mallam sold the run and the ferry to Jack Gowland.



The Bundeena, in Gunnamatta Bay, 1950 [SSLS]



Tasman Bridge from the east following the collision in 1975
[en.wikipedia.org/wiki/Tasman_Bridge_disaster]

In January 1975 the *Bundeena* was bought by a Tasmanian ferry operator for use on the Derwent River near Hobart after the Tasman Bridge crossing the river partially collapsed when a bulk ore carrier ran into the pylons. Twelve people died, including seven of the ship's crew, and occupants of four cars that had driven off the bridge into the river 45 metres below.

The *Bundeena* ferried people across the Derwent while the bridge was out of action. She sailed to Hobart under her own power, making just one stop at Eden for minor repairs. After two years of service crossing the river, the *Bundeena* was sold to a tour operator who sailed her to Strachan on Tasmania's west coast. From there she was trucked 130 kilometres south to Lake Pedder and became a sightseeing boat.

In 1985 she was sent to Port Arthur and used as a tour boat until 2002. The *Bundeena* sailed to Sydney for the 1988 Bicentennial celebration under her own power.

From 2002 till 2008 she was a floating office at The Spit in Middle Harbour, and since then has been a charter cruise boat operating from Lavender Bay where she had been launched.

The Bundeena, an oil painting by Peter Simpson, 2012 [Courtesy: Peter Simpson]¹



The Currunulla

The *Curranulla* was designed and built in 1939 by the shipbuilders Morrison and Sinclair of Balmain, for Captain Robert Ryall's Cronulla - Bundeena service. It was purpose built for the shallow and rough waters of Port Hacking. Its engine was converted to a 5LW Gardner in 1986. The *Curranulla*, which is still in operation, is now the oldest commuter ferry in Australia working to a regular timetable.



Curranulla at Audley Wharf, 1950 [SSLS]

Editor's note: A history of Port Hacking ferries from the early 20th century, written by SSHS member Fred Midgley in 1982, is based on the memories of people who had personal knowledge of the ferries. Go to SSHS website (www.shirehistory.org) and scroll down to Publications/Bulletins. *SSHS Bulletin*, February 1982, p.8.

References:

- Bundeena Recorder July 1947, http://www.thebundeena.com.au/the-history/
- 'Port Hacking Ferries', by Fred Midgley, SSHS Bulletin, February 1982, p.8
- www.thebundeena.com.au/ the history.
- https://en.wikipedia.org/wiki/Tasman Bridge disaster

¹ Peter Simpson's oil painting of the *Bundeena* was part of SSHS's May 2018 exhibition, 'Painting the Shire', showcasing depictions of the Shire throughout much of its history.

A CASTLE IN THE SHIRE

GREG JACKSON and PAM FORBES

The Sutherland Shire is a great place to live, but we cannot say that it is well endowered with castles. Yet there was once a castle - although a folly - in the suburb of Illawong.

This castle was built by Lester Basil Sinclair, a prolific songwriter and author of children's books, publishing under the name of John Mystery. Sinclair had an interesting life. Born in Yorkshire in 1894, he emigrated to Australia via New Zealand as a teenager. In New Zealand he had joined a circus, and in World War I he fought at Gallipoli. This war service probably prompted his World War II career as a composer of patriotic songs. In Australia he embarked on a career as a children's author, producing over 300 cheap and cheerful titles, now very collectable. Sinclair's second wife Ellen Sinclair was food editor for the Australian Women's Weekly for twenty years and was a prolific author. It is probable that she contributed to John Mystery's children's books¹.

In 1942, Lester Sinclair bought a property on Fowlers Road at the tip of the Illawong Peninsula, and over the next decade he built onto the existing stone cottage, transforming the structure into Adventure Castle, complete with turrets and surrounded by crenulated walls (see Image 1). Sinclair used Adventure Castle as his home and the base for his book empire.



Image 1: Adventure Castle Illawong looking south-west²

Access to Illawong was limited in the 1950s, with a ferry at Lugarno the only viable access from the city, so Sinclair ran a bus service to Sandy Bay, Oatley (which has its own castle/folly), and a ferry to the wharf at the bottom of his property, shown in Image 4. Adventure Castle operated as a pleasure ground as well as a home, with Sinclair placing several advertisements in the Sydney papers. One of his advertisements is reproduced in Image 2, and this gives a good idea of the range of entertainment he was offering - although we can only guess at some of the delights described. Showing considerable entrepreneurial flair, he advertised in 1952, for 'Circus Folk, all kinds'³ and in 1953 he proposed to open a restaurant⁴ and also requested a licence to operate a 300 seat open air theatre⁵. Despite his efforts Sinclair was forced to sell the property in 1953, and it was converted into several flats before being demolished in the 1960s.

OPEN EVERY DAY from BOXING DAY FOR YOU—YOUR CHILDREN—FOR ALL THE FAMILY. Open All Day and Every Day from Boxing Day, 26th Dec. NEVER HAS SYDNEY BEEN OFFERED SUCH A WONDERLAND OF ENTERTAINMENT. JOHN MYSTERY'S **ADVENTURE CASTLE** THE HIGHEST PINNACLE OF ART SET IN A PAIRYLAND OF FUN. YOU'LL SEE The Cathedral 'Neath the Trees; Giant Rock Carvings. A Stupendous Work of Sculpture emerging under the master hands of one of the world's great artists—ILJA CHAPOFF. A new experience in Art—an inspiration to watch. ALSO. YOU'LL SEE The Pathway of the Stars, the Wanderer's Cave, the Wishing Tree and Magic Bell, the Fairy Tower, the Witches' Tree, the Lucky Birthday Books the Giant Octopus, the Miniature Real Steam Train (24 children can ride), the Maypole Dance. YOU'LL SEE The Make Believe Theatre, the Aquarium, the John Mystery Book Shop, the Magic Silhouettes. YOU'LL SEE John Mystery's Dream Kitchen—a treat for Mother. CLOWNS — MERRY RIDES — COMPETITIONS AND MANY MORE ENTIRELY NEW AND NOVEL SENSATIONS. HOW TO GET TO ADVENTURE CASTLE THE MOST EASILY ACCESSIBLE AND INEXPENSIVE OUTING. From Anywhere by Electric Train to Oatley Reserve, Sandy Beach Baths, then by John Mystery's Special Buses to Oatley Reserve and cross the river by Ferry—or come by road, via Sutherland, Woronora, Menal, or via the Lugano Punt, or via Liverpool-Heathcote Military Road to Fowler's Road and along to the Adventure Castle. BRING YOUR LUNCH AND YOUR LAUGHTER. Canada Dry—Street's Ice Cream—Refreshments. Direction: Mid-Way Expositions Pty, Ltd.

Image 2: Advertisement for Adventure Castle, Sydney Morning Herald, 13 December 1952

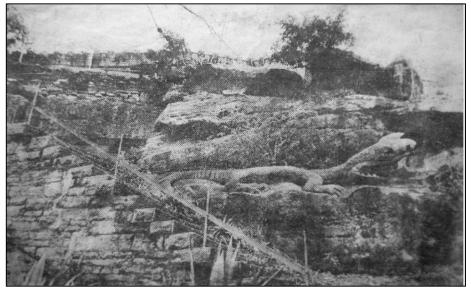


Image 3: An 11-metre dragon one of several rock carvings at Adventure Castle alongside the path from the wharf on the Georges River to the castle. [Photographed in the 1960s. Source: SSL]

1951. Sinclair ln employed Russian-born sculptor Ilja Chapoff to carve creatures and objects into the natural rocks and cliffs on the castle grounds. These included an 11-metre dragon (Image 3), a bible, a fish, and a partially complete elephant. Unfortunately, the designs for a giant unicorn sculpture and carvings of three witches were not realised before the property closed in 1953. The carvings were

mainly located on the steep path from the wharf on the Georges River up to Adventure Castle and probably still exist today on private property.

Adventure Castle backed on to the extensive Cranbrook property, which also runs down to the Georges River, and was once owned by Robert Fowler of 'Fowlerware' pottery fame⁷.

Image 4 shows a 1955 aerial of Adventure Castle and Image 5 shows a modern aerial view with only Cranbrook House and its servant's quarters remaining from 1955. Adventure Castle has disappeared under the modern road, Cranbrook Place, and the modern houses on Cranbrook Place.

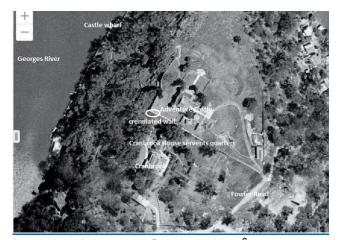


Image 4: Adventure Castle in 19558



Image 5: The site of Adventure Castle today. Cranbrook House and its servant's quarters still remain

However, there is still some archaeological evidence for Adventure Castle, the crenulated wall, shown in Image 6, remains in-situ on private property, a small portion of the lengthy wall that once surrounded much of the castle. The location of this wall is labelled and circled in both Image 4 and 5. The substantial stone garden wall of No. 12 Cranbrook Place is made from hand cut stone blocks which obviously once served a different purpose. This wall, shown in Image 7, is almost certainly made from stone that was once part of Adventure Castle.

Image 6: A remaining part of Adventure Castle's south western crenulated wall, now on private property. [Photo G. Jackson]



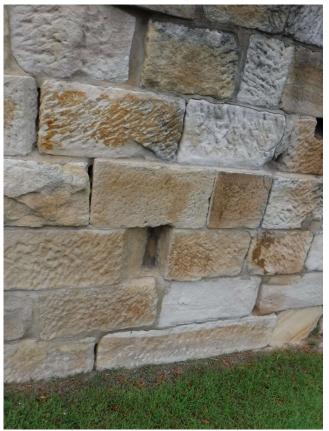


Image 7: The substantial stone garden wall of No. 12 Cranbrook Place Illawong made from repurposed, hand cut stone blocks - probably part of Adventure Castle. [Photo G. Jackson]

Why did it Fail:

Adventure Castle closed in 1953 when Sinclair was 59 years old. The efforts he made in the castle's final years, proposing a licensed restaurant, and obtaining a licence to run an open-air theatre, suggest that he made an enormous effort to save the business. Adventure Castle closure was a sign of the times. In the 1950's car ownership had become common with families and young people discovering the beach with its unregulated activities. The hey-day for amusement parks had gone and Adventure Castle, with its poor access, was destined to fail. Lester Basil Sinclair lived quietly on until 1974 with little known about his later life.

References:

- 1. Moors Derrick, *John Mystery: 'The Nations Storyteller'*, The LaTrobe Journal, No.60 Spring 1997, http://www3.slv.vic.gov.au/latrobejournal/issue/latrobe-60/t1-g-t4.html
- Local History, Sutherland Shire Library https://localhistory.sutherlandshire.nsw.gov.au/nodes/view/2641
- 3. Sydney Morning Herald, 29 November 1952 from TROVE
- 4. The Sun, 23 Feb 1953 from TROVE
- 5. Sydney Morning Herald, 29 November 1953 from TROVE
- Local History, Sutherland Shire Library https://localhistory.sutherlandshire.nsw.gov.au/nodes/view/3113
- 7. Sutherland Shire Historical Society Bulletin, February 1993
- 8. Shire Maps, https://maps.ssc.nsw.gov.au/ShireMaps/

REBIRTH OF SUTHERLAND SHIRE MUSEUM

PAULINE CURBY

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It contains some amendments.

Setting up a new museum on a shoe-string budget, in premises originally built as a baby health centre, would present a challenge to anyone, but it has been an especially daunting task for a bunch of aging amateurs. At the end of 2019, as the sky darkened and the east coast's infamous Black Summer approached, this was the reality facing the members of Sutherland Shire Historical Society (SSHS).

It was a year later that SSHS eventually transferred its museum from Sutherland Memorial School of Arts to the former Baby Health Centre in Venetia Street, Sylvania Heights. This was not a voluntary move for an organisation that had, for 34 years, operated a museum in the front rooms of the historic School of Arts. When Sutherland Shire Council decided to refurbish this building, SSHS had to vacate. After months of negotiations and offers of unsuitable buildings, it was finally decided that the Venetia Street building was the best on offer. SSHS became one of the many organisations in NSW having to deal with the fact that councils no longer offer community groups occupancy of rent-free council buildings.



Former baby health centre and now Sutherland Shire Museum building. The children's playground on the right has been removed and sold for \$50. [Photo: Elizabeth Craig]

When I assumed the presidency of the Society at the annual general meeting in September 2020, no formal agreement had been reached even though the Council had renovated the building to ensure its suitability for a museum. After much discussion members voted to accept the Council's offer, albeit with reservations. There was concern that we would not be able to afford the rent or maintain the building and grounds as specified in the lease. After negotiations were conducted, Sutherland Shire Council agreed to some concessions, and we signed a five-year lease on 29 January 2021.

Meanwhile the gigantic task of sorting through 34 years of accumulated treasures – and a lot of trash – was under way, leading to the occupation of the new premises in March 2021. One of the benefits of the move was that we deaccessioned items relevant to other societies and libraries, but not to the history of Sutherland Shire. Our entrepreneurial assistant secretary, Creo Moore began selling unwanted items, bringing in much needed revenue. As the new museum building is not large and we aimed to steer away from the cluttered look, storage was urgently needed. When the shed provided by Council filled up, we bought another and 'the boys' soon had it installed.

Unlike the former site in central Sutherland, Venetia Street is a little out of the way. While it is nowhere near the railway line, there is reasonable parking. Another advantage is the building is not shared with other community groups — unlike the School of Arts. We also have grounds suitable for outdoor displays and activities — barbeques, for instance. There are other benefits: such as the proximity of a primary school, full of eager little history buffs, and a retirement village whose residents we hope to involve in the museum.

Possibly the most desirable feature of this site is the block of unoccupied Crown land which separates us from the primary school. A long-term objective is to forge links with other community groups and to explore using this land – perhaps ultimately developing it into a hub of community activity. Already we have enlisted local groups such as Sutherland Shire Sketchers, Botany Bay Family History Society, Hungry Point Trust, Woronora Cemetery and Sutherland Shire Council Aboriginal Advisory Sub-Committee as associates of the Society. These organisations will be sent electronic copies of our quarterly bulletin and receive invitations to events when appropriate.

Initially I was concerned the move to Venetia Street would be all-consuming and leave members with no energy for other activities such as publications, excursions and meetings. While this has not been the case, the museum development has taken far longer than expected, mainly because of delays caused by COVID. We have made considerable progress nonetheless. Despite lockdowns and restrictions, work has continued. While tasks such as writing labels and signs for the museum were undertaken at home, once restrictions eased the hard physical labour of preparing for the museum opening has continued.

We have been pleased to work with our Museum and Galleries advisor, Lynn Collins and take advantage of his professional advice. The curators at Hazelhurst Regional Gallery and Arts Centre have also been helpful, as have staff from the Australian National Maritime Museum. This museum has lent us ballast heaved over the side of the *Endeavour* when it foundered on the Great Barrier Reef in 1770.

While the museum places the *Endeavour* voyage, James Cook and the botanists in the context of 18th century maritime exploration, this is just one display element. The overall theme is 'old but new', reflecting ancient Dharawal culture in contrast to the district's relatively recent suburbanisation. In the museum we highlight a selection of objects and stories reflecting this old but new history of Sutherland Shire – described in 1929 as: 'A sort of no-man's land between Sydney and the Illawarra'.¹

Our hard-working museum manager Peter Moore has been unstinting in giving his time to get the museum shipshape. His dedicated band of helpers has lugged heavy farm equipment around, shunted display cases into position and moved objects that won't be needed immediately for display into the sheds. Peter injects a humorous note into his weekly reports on our progress.

The museum has become the good ship *Venetia Street* or *VS* and we've all been allocated nautical names, some more obscure than others. I did prefer the first one I was given – Perilous Pauline – but now I'm respectfully addressed as 'the Admiral'.

As we struggle on through COVID with many demands on our limited finances, our grants committee, former president Bruce Watt (ex-Admiral) and treasurer John Doherty – dubbed Moneybags but sometimes Barnacles – has obtained \$24,000 in grants. This has raised our spirits and encouraged us to believe we can establish a small but interesting and informative museum. The camaraderie evident when you walk into the building also helps keep us working.

One of the best resources we have in establishing our new museum are the energetic and enthusiastic volunteers. While professional historians are thin on the ground and we don't have anyone with professional curatorial experience, we do have a plethora of retired professionals including engineers, teachers, workplace safety officers, administrators, nurses, IT specialists and two engineers who retrained as archaeologists. Particularly valuable are members with writing and editing experience and one with a horticultural background who is busy planting natives in the grounds – well away from the farm machinery exhibits.

While there is still much to do and the museum will probably always be a 'work in progress', we had a 'soft' opening at the Society Christmas party on 27 November at which we launched the Margaret Simpson Collection. A former principal of Sylvania Public School and a gifted educator, Margaret advocated a 'hands-on' learning approach for school students.

During the 1970s and 1980s Margaret, with the help of her husband Ron, obtained artefacts used by Aborigines of the Western Desert. She used these in the classroom to help students understand traditional Aboriginal lifestyles and values. Before her death in 2014, Margaret arranged for her collection to be displayed at Sutherland Memorial School of Arts. At our Christmas party Ron Simpson spoke movingly about his late wife's passion for education.

Fred Matson was another Sutherland Shire resident who shared Margaret's interest in Aboriginal artefacts. Born in 1899, the third generation of boat builders from Yowie Bay, Fred collected a large array of stone implements from Sutherland, Cronulla, Port Hacking and Kurnell. Prior to his death in 1993 he bequeathed half his collection to Sutherland Library, while the remainder was given to a friend for safekeeping. In 2019 Bruce Watt negotiated for a semi-permanent loan of this valuable collection to Sutherland Shire Museum. SSHS member Bruce Howell, deputy chair of Sutherland Shire Council Aboriginal Advisory Sub-Committee, has painstakingly curated and catalogued this collection. A meticulous researcher and a man with a deep understanding of Dharawal cultural knowledge – although a Wiradjiri descendant – Bruce is our 'go to' person on Aboriginal matters.

Another initiative during Bruce Watt's presidency was commissioning the construction of a bark canoe. Using traditional methods Yuin man, Aboriginal community member and canoe maker Dean Kelly, built the canoe in 2018. SSHS commissioned this work as a way of honouring the Dharawal people of Sutherland Shire, in particular the Gweagal who practised the same canoe making tradition. At the 'launch' of the canoe, Dean conducted a smoking ceremony to mark the occasion.

A notable item in the museum collection is a beautiful hand-crafted reed organ manufactured by the Bell company in Guelph, Ontario in 1878 and imported to Australia. This was owned by the Holt family whose patriarch Thomas Holt bought most of the land that is now Sutherland Shire in 1861. The organ was housed in the Holt mansion, Sutherland House, overlooking the Georges River. It was played for church services held in the organ room where it remained until 1904 when Thomas' grandson Frederick Charles Holt donated it to Sylvania Congregational Church. Later it had a chequered history, but in 1992 it finally found a home with Sutherland Shire Historical Society. This historic piece will be fully restored, courtesy of the Holt Estate 1861.

As work proceeds at the 'good ship', a strong sense of local history is evident. Peter (the Pirate) Moore – a lifetime Cronulla resident – has this in spades. Although mostly self-educated, his father Arthur Claude Moore CBE, a senior public servant in the Commonwealth division of Customs and Excise, was a man of considerable ability and an avid reader. He acquired a substantial library, including John Beaglehole's ground-breaking edition of Cook's journals.² Moore ordered these when they were first published. Peter recalls the first volume – now on display at the museum – arriving in the Moore household:

I remember him bringing the first volume and the folio of maps home and saying that these works were something special. This of course did not mean much to a nine-year-old, but in my later years ... they have become quite precious.

Arthur Moore ordered a set of Beaglehole's works in 1955, but his son had to wait impatiently for 11 years before they were all delivered.

Although the move to Venetia Street has been considerable work for a small band of people, it does present an exciting opportunity to revitalise the Society and give it a visible presence in the Shire and beyond. This has been helped by our online presence especially through Facebook. So much interest has been generated by the photos and stories posted by our intrepid 'First Mate' and on-line administrator Creo Moore, that the Society's Facebook page now has 1400 followers.

Sutherland Shire Historical Society will eventually create a museum we can be proud of, despite the difficulties faced, especially with regard to finance and curatorial experience. Nevertheless, in many ways this is a stop gap measure. The Society has a long-term aim to campaign for a purpose-built Council museum, staffed by a professional curator with Society members forming a support group to advise, assist and act as voluntary guides.

It is extraordinary that there is no other museum in Sutherland Shire dealing with our local history. In many ways this is a history typical of outer suburban areas but it also has unique features that should be celebrated and critically examined in a high quality museum. We believe that political will is all that is needed for a professional museum to be established in what is one of Australia's largest local government areas.

² The journals of Captain James Cook on his voyages of discovery Vol 1, edited by J. C. Beaglehole, Cambridge: Published for the Hakluyt Society at the University Press, 1955.

¹ SMH, 11 May 1929, p. 13 quoted in Maryanne Larkin, Sutherland Shire, a history to 1939, Sutherland History Press, 1998, p. 151.

FRENCH EXPLORERS - VOYAGES TO AUSTRALIA

Exhibition opening address, La Perouse Museum, Sydney 31 March 2022

EDWARD DUYKER

The La Perouse Museum (at 1542 Anzac Parade, La Perouse) is holding an exhibition marking the 250th anniversary of the first visit of French explorers to Australian shores. This free exhibition runs until 16th October 2022. More information is available at:

https://www.randwick.nsw.gov.au/community/whats-on/events/2022/april/french-explorers-voyages-to-australia



La Perouse Museum [www.randwick.nsw.gov.au/]

Dr Edward Duyker has granted permission for his address given at the launch of the exhibition on 31st March 2022 to be reprinted here.

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This exhibition is timely. Two hundred and fifty years ago, this month [March 2022], Marc-Joseph Marion Dufresne arrived in Tasmania, in command of the first French expedition to reach any part of Australia. Three weeks later, another French explorer, Louis Alesno de Saint-Alloüarn, reached Shark Bay in Western Australia.

Here, we stand metres from where, in 1788, the Lapérouse expedition conducted the first recorded scientific experiments in Australian history. Indeed, the first modern scientist to be buried in Australia, Père Receveur, lies just outside this museum. Of course, indigenous people adapted to this extraordinary continent and passed on their knowledge of the natural world through word of mouth over thousands of generations. We stand here on intersecting

song lines, both indigenous and non-indigenous. It is undoubtedly a contested landscape, but there are valuable gifts to be had by all who explore the accounts of early French explorers and artists. Their journals and publications are a window into our past and our shared humanity. They contain otherwise forgotten cultural knowledge, sometimes surprising empathy and precious linguistic information for those whose languages have been assailed and fragmented through violence and dispossession.

These French expeditions were not exclusively male stories. Marion Dufresne had at least three female Malagasy slaves aboard his expedition. Bougainville's expedition, which reached the fringes of the Great Barrier Reef, included the botanical collector Jeanne Baret, the first woman to circle the globe, albeit in male guise.

I am delighted to see her featured in the exhibition. One of my maternal ancestors knew her personally and was even one of her witnesses when she married, in Mauritius, in May 1774.

Louise Girardin, whom my wife calls one of my historical adulteries and whose entry I wrote for the ADB, disguised herself as a man and joined the d'Entrecasteaux expedition as a purser. During the voyage, she even fought a duel with an impertinent assistant-pilot.



Jeanne Baret, 1817, artist unknown. In Navigazioni di Cook pel grande oceano e intorno al globo, 1816-1817, Milano: Sonzogno e Comp. Courtesy of State Library of NSW.

# Rose de Freycinet



Voyage 1817 - 1820

Rose de Freycinet had an easier time after she joined her husband Louis' expedition. She was only very briefly in male guise, nevertheless, she experienced the hardships of a long voyage and even shipwreck in the Falkland Islands.

The work of early French naturalists in Australia went beyond mere collecting and taxonomy. Arguably, they helped lay the foundations of later evolutionary ecology. Charles Darwin read both François Péron and Dumont d'Urville and cited them in his notebooks and published works. Péron, whose shipboard cabin has been recreated for the exhibition, was also one of the founders of oceanography. His pioneering work on seawater temperatures still has resonance today in the study of global warming and climate change.

Indigenous people did not need French explorers or even philosopher René Descartes to know that they existed, but we can all look back and see how these explorers helped to usher this remarkable continent and its people into the broader human imagination. We can all share in their sense of wonder and discovery.

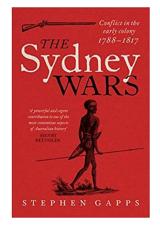
I really hope that you enjoy the exhibition that Roxanne Fea and her assistant Alana Strong have worked so hard to present.

Thank you.

# **BOOK REVIEW**

# **DAVID MARTIN**

First published in Kogarah Historical Society Newsletter, November/December 2021. Permission is granted by both the author and Kogarah Historical Society to reprint here.



The Sydney Wars: Conflict in the early colony 1788-1817 by Stephen Gapps Newsouth, Sydney, 2018 PB 319pp, RRP \$34.99



Dr Stephen Gapps [une.edu.au]

Currently a senior curator at the National Maritime Museum, Dr Stephen Gapps has taught history at Sydney's University of Technology and is now an honorary lecturer at Newcastle University. Australia's early colonial history is one of his main research interests, and he rejects the interpretation that it was a period of benign colonisation, with just the occasional outbreak of violence. Nor does he go along with cultural historians who simply interpret the period as one of unmitigated grief for the original inhabitants.

It is Gapps' contention that until 1817, the settlement of Sydney Cove, expanding to include the Cumberland Plain, constituted a region of British military occupation. From Gapps' perspective, the history of the period is about a military conflict between competing forces, one side fighting a war of expansion, the other a war of resistance. In *The Sydney Wars* he provides a balanced, level-headed analysis of what has been a very controversial aspect of Australia's history.

From his archival research, Gapps has determined that the first deaths in this frontier conflict were those of two convicts, William Oakey and Samuel Davis, in May 1788, near the present site of the UTS Rowers Club on the banks of the Parramatta River at Haberfield – which thereby acquired the name 'Bloody Point'. In addition to being speared through the chest, Oakey had his skull bashed in; Davis's body which was found nearby did not have any signs of mutilation – it is possible he had gone into hiding and died from exposure. What apparently led to these deaths was the convicts stealing 'a canoe belonging to the natives'. This was not untypical of one of the aspects of the complex frontier war – with both sides committing atrocities. Oakey and Davis's deaths were a manifestation of the determination of the 'Sydney people' to forcibly oppose the spread of British settlement into their territories, to which, in turn, the British would respond with a range of increasingly more effective military measures.

Gapps calculates that the three decades under investigation resulted in the deaths of about 500 Aborigines and 80 Europeans – as a result, specifically, of warfare fought on the frontier of the expanding settlement. In addition, there were probably around another 300 casualties on either side. The conflict also encompassed a number of massacres – incidents which Gapps defines as involving a minimum of five deaths of persons gathered in unarmed groups. He calculates that five Europeans and forty-two Aboriginal peoples were massacred thus during this period.

When the colony was first established at Sydney Cove in 1788, it was dangerous for Europeans to wander into the bush – they were liable to be killed by the natives. Then, after eighteen months, a smallpox epidemic broke out which would have a devastating impact. In a matter of weeks, roughly 300 Aboriginal people - about 50 per cent of the local population - had died. This seriously weakened their ability to resist the spread of settlement, hence armed resistance did not resume until after 1795.

Aboriginal resistance took a variety of forms. The 'Sydney people' were responsible for more than 250 documented incidents which resulted in no casualties, generally recorded as 'depredations': raids on European settlement involving theft of food and clothing, and the destruction of crops and livestock. Earlier, Aboriginal resistance mainly took this form – economic sabotage. 'Raids for plunder … regularly became warnings, if not systematic attempts to limit the expansion of settlement'.

Gapps argues that 'Aboriginal people very quickly worked out both the effects of firearms and how to use them'; they 'demonstrated a range of adaptations that circumvented superior [British] firepower, including ambush tactics, alliances, psychological warfare and permanent guerrilla bands'. It was their guerrilla warfare that would prove particularly effective, 'raiding and retreating, and engaging the enemy only when in a superior situation'. They made effective use of rugged terrain on the outskirts of settlement to evade capture. However, on a few occasions, when the situation was suitable, they did engage in open battle.

In other parts of their world-wide Empire at this time, when the British encountered opposition from the native population, a tactic they employed was one of 'divide-and-rule'. They recruited some members of the original population to help exploit weaknesses in their opponents. That was one of the tactics they would bring with them to Australia (to reach its ultimate stage of development in Queensland during the late nineteenth century with the use of a native mounted police). Around Sydney the British would recruit some of the locals to serve as guides to provide intelligence for punitive expeditions – 'to attack camps at dawn and to comb the countryside with mobile military forces'.

As regards European settlement, one of the components of its expansion involved the establishment of military outposts on the frontier, in places such as Prospect and along the Hawkesbury. Also integral to expansion was to be the creation of settler militias and paramilitary forces, drawing upon constables and ex-soldiers, and even arming convicts. With these, well organised and equipped punitive expeditions could be sent beyond the frontier to launch rapid raids. Governor Lachlan Macquarie (1810-21) proved to be 'the most astute military commander and strategist of all the New South Wales governors'. In 1816 he mobilised the forces at his disposal in a 'full-blown military campaign'. His purpose was 'to strike them with terror against committing ... acts of violence in future', and in this he proved most effective, quickly bringing to an end the war that had, until then, accompanied the spread of European settlement of the region.

The Sydney Wars presents us with a carefully researched study of a period of Australia's early colonial history from a military perspective, one which adds significantly to our understanding.

Ed. Note: Dr Gapps was a contributor to the 2020 SSHS publication, East Coast Encounters 1770.

# **EXCURSION TO AUDLEY**

# **PAULINE CURBY**

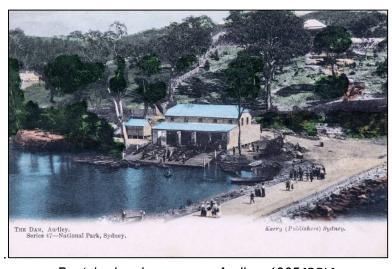
It was a warm day on 10 February when Greg Jackson, assisted by Pam Forbes, led SSHS excursionists around Audley in the Royal National Park. The small group attending thoroughly enjoyed the morning and were bowled over by our guides' extensive knowledge of the Park.

We met at Waratah car park at Sutherland, and car pooled down to the Ironbark Flat car park at Audley. Not a minute was wasted. While we sipped coffee in the Commonwealth Pavilion Greg introduced us to the historic buildings in that precinct. The café next door to the Pavilion where we bought our coffee – Greg doesn't drink the stuff – is located on the ground floor of the 1949 dancehall located upstairs. This whole precinct was restored a few years ago. It's become a busy hub where visitors lunch or do coffee and browse in the shop.

Greg's introduction to the Park was instructive as I had not realised the importance of the acclimatisation movement in its establishment in 1879. I had always thought the key element in its creation was as recreation for jaded city dwellers, who at this stage were working fewer hours and had more leisure time.

We enjoyed a delightful walk, stopping in the shade of the trees – many planted exotics as one would expect – as Greg told us about features such as the recently restored boat shed, built in 1938 and at one time the largest in the southern hemisphere. We crossed to the northern side of the Hacking River to view the site of Allambie House, built in 1891 as accommodation for Park visitors, but burnt down in 1975. This was a time of cultural change in park management which began when the National Parks and Wildlife Service was established in 1967. For a time, the style of management by government-appointed trustees was turned on its head. Instead of bringing in foreign species such as deer, planting exotics and catering for visitors' accommodation, the new regime aimed to turn the Park back to its 'pristine' state. This meant any semblance of this old style of management had to go. As a result, much historic and cultural heritage was destroyed. Fortunately, a more balanced approach is now evident with the natural environment protected and historic remnants valued.

Our excursion ended with a glimpse of the scattered archaeological remains of docks and a slipway.



Boatshed and causeway, Audley, 1905 [SSL]

# REPLICATING THREE CENTURIES OF AUSTRALIAN MARITIME HISTORY:

# PT. 1 – THE 16<sup>TH</sup> AND 17<sup>TH</sup> CENTURIES.

### **GARRIOCK DUNCAN**

The replica vessels covered in Part I of this article are the *Notorious* in the 16<sup>th</sup> century, and the *Duyfken* and the *Batavia* in the 17<sup>th</sup> century - which both have a sure part in Australia's maritime history. However, the part played by the class of vessel represented by the *Notorious*, i.e. the caravel, is the source of much heated discussion.<sup>1</sup> Part 2 (forthcoming) will look at the two vessels of the 18<sup>th</sup> century, namely the *Endeavour* and the *Bounty*.

# I. The S.V. Notorious

While there were several ship types used during the great Age of Exploration (15<sup>th</sup> to 17<sup>th</sup> centuries), one particular vessel, the caravel, was significant. However, little is known about the origin and development of the caravel, including such basic details as their displacement and the size of the crew. The caravel's characteristics, not always shared by other contemporary vessels, gave it dominance over them. Some were its shallow draught and speed, ease of handling, and particularly the ability to sail close to the wind thanks to its lateen (triangular shaped) sails.<sup>2</sup>

No drawings exist of this the type of vessel, so when former furniture maker, Graeme Wylie, decided to build *Notorious* on his property at Bushfields, near Warrnambool Victoria, it took him eleven years.

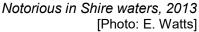
The vessel has aroused wide interest and, no doubt, will continue to do so. Yet, for a person keen to build a replica of a ship from Australia's early past, particularly its pre-British past, the choice of a caravel is somewhat idiosyncratic. Wylie's inspiration reflects the locale of its construction. Warrnambool is where another caravel, the enigmatic *Mahogany Ship* is reputed to have been wrecked in the 1840s.

The *Notorious* is 17 metres in length and was built as far as possible using traditional methods – to secure the planking to the hull alone required 3000 wooden nails. The ship weighs 58 tonnes, the wood being sourced from 300 tonnes of recycled Monterey cypress on a keel of salvaged ironbark.<sup>3</sup> The hull is built in the clinker style, each plank overlaying the one below it. Importantly, this was a technique used by Mediterranean (i.e. Portuguese and Spanish) shipwrights of the 15<sup>th</sup> and 16<sup>th</sup> centuries, but not by the English in the 18<sup>th</sup> century. After completion, *Notorious* was moored in Port Fairy, southern Victoria, for almost a year while being fitted out.

Onlookers often presume the *Notorious* to be based on a pirate ship – it is not. However, because of its black planking, it does bear a resemblance to the *Black Pearl* from the *Pirates of the Caribbean* franchise.<sup>4</sup> Graeme does not discourage this assumption since, apart from being their home, *Notorious* is also their livelihood. When in port, the vessel is open for inspection usually at \$5 per adult but only \$0.50 per child (2021).<sup>5</sup>

In September 2012, *Notorious* left Port Fairy for Geelong. Some NSW ports of call visited in this first voyage, were Bermagui (8<sup>th</sup> July 2013), Narooma (17<sup>th</sup> July 2013), Newcastle (August 2013) and Ballina (26<sup>th</sup> September 2013). Since then, *Notorious* has covered much of the east coast of Australia several times, from Port Douglas in the north to the southern tip of Tasmania. The most recent port of call I came across was a visit to Bundaberg, Qld, commencing 1<sup>st</sup> January 2021.<sup>6</sup>

As the Sutherland Shire is the site of the first recorded European landing on the east coast of Australia, it was only fitting that *Notorious* should visit the Shire. It has visited Shire waters at least twice. The first occasion was in August 2013, while sailing north along the east coast. It was spotted moored off Bundeena before it sailed into Darling Harbour, where it moored near the Aquarium.<sup>7</sup> The *Notorious* was again in Shire waters in February 2015, when the accompanying photo was taken. On that occasion, it was moored in deep water near Lilli Pilli Point.<sup>8</sup>





# II. The Duyfken.

The European history of the Australian mainland began on 26<sup>th</sup> February 1606. On that day members of the crew of the *Duyfken*, under the command of Willem Jans(zoon), landed at the mouth of the Pennefeather River, on the Western shore of Cape York. Some 320 kilometres of coastline of what Jans thought was a southerly extension of New Guinea were charted.

The building of the replica *Duyfken* was undertaken under the auspices of the West Australian Museum (WAM) by the *Duyfken* 1606 Replica Foundation. The venture was the result of a union of the community, the corporate world and the WA Government. The *Duyfken* is 24 metres long and weighs 110 tonnes. The hull was launched in January 1999, and the vessel was completed in July of the same year for a cost of \$AUD 3.7 million. The building of the vessel was a major achievement in experimental archaeology, for no plans of the original *Duyfken* exist. Ships of the era were built according to a technique called 'plank first', with no plan to determine the resultant shape of the hull. The WA Government agreed to help support the venture with annual grant of funding.



The Duyfken replica, moored at ANMM 2001 [Photo: G. Duncan]

After visiting Sydney in 2001, moored at the Australian National Maritime Museum (ANNM), the *Duyfken* set sail for the island of Texel, near Amsterdam, some 18,200 nautical miles away under sail all the way.<sup>11</sup> It then returned to its home port, Fremantle, where it was part of the WAM floating collection. However, much of the first half of the *Duyfken's* life was spent visiting ports other than Fremantle. In 2006, in connection with this 400<sup>th</sup> anniversary of Dutch exploration, the *Duyfken* revisited Sydney.

In 2012, the Duyfken returned to Fremantle as its home port, accompanied by a funding agreement with the WA Government of \$250,000 per year for eight years. In 2020, the WA Government decided not to renew the funding agreement. Fortunately, the ANMM filled the gap after it was established that, if properly maintained, the *Duyfken* could last for another fifty years. The ship's new home port would be Sydney. <sup>12</sup>

Because of Covid restrictions, the ship could not travel to Sydney under sail. Instead, partially disassembled, it was conveyed to Newcastle by a cargo vessel, where it was reassmbled for the 70 kilometre voyage under sail to Sydney. With a crew of 14, *Duyfken* departed Newcastle Harbour on 18<sup>th</sup> December 2020 and reached its new home on Tuesday, 21<sup>st</sup> December 2020.<sup>13</sup> You can now book a passage for a voyage, hopefully under sail, around Sydney Harbour.<sup>14</sup>

# III. The Batavia.

The *Batavia*, a merchant of the VOC (Dutch East Indies Company) could be considered Australia's equivalent of the *Titanic*, both being lost on its maiden voyage. The *Batavia* ran aground on the Houtman Abrolhos Islands on 4<sup>th</sup> June 1629. A horrifying tale of mutiny and murder while the skipper sought help can be found in *Voyage to Disaster*, by H. Drake-Brockman. The wreck was finally found in the 1960s. The surviving timbers of the hull have been reassembled in the WAM Shipwreck Galleries in Fremantle, WA. The work is the surviving timbers of the hull have been reassembled in the WAM.

The original *Batavi*a was built in only seven months without any plans or drawings; the builders just relied upon their practical experience. However, its technical details are known: length 56.60 metres; beam 10.50 metres; maximum draught 5.10 metres; height of main mast 55 metres, amongst others.<sup>17</sup> The builders of the replica did have access to data held in the archives of the VOC and that provided by the study of the remains of the original.

Willem Voss was a builder of wooden boats in Leystadt, the Netherlands. His approaches to banks for credit to develop his business were rejected, with the added insult that his craft only belonged in museums. Willem took the hint and founded the Bataviawerf. There, the *Batavia* replica was built over the period, 1985-1995, using only traditional methods and tools.<sup>18</sup> The full story of the building of the replica is told in a lavish coffee table book.<sup>19</sup>

The *Batavia* was transported to Australia by barge in 1999 and was moored at the National Maritime Museum in Sydney. In 2000, she served as the flagship for the Dutch Olympic Team during the 2000 Olympic Games. During its stay in Australia, the ship was towed to the ocean once, where it sailed on its own under sail. On its return to harbour after the cruise, the mast was so high (55m) that the ship had to wait for an exceptionally low tide to clear the Sydney Bridge, on its way to the inner harbour. Even then, it only just got through. <sup>20</sup> Unfortunately, after its visit to Sydney in 2000-2001, the *Batavia* returned to Holland and has not revisited Australia since. Currently, the *Batavia* can be visited at the Batavia Wharf, Lelystadt, Holland. <sup>21</sup>



The Batavia in Sydney Harbour in 2000 [Photo: G. Duncan]

Some of you might be surprised that while the *Endeavour*, and even the *Duyfken*, which is described as a *yacht*, can *chug* their way round the world, the *Batavia* cannot. Although the *Duyfken*, *Endeavour*, and particularly the *Bounty* (more on the *Bounty* in Part 2) all look like genuine 17<sup>th</sup> and 18<sup>th</sup> century vessels, in order to obtain the necessary certificates of seaworthiness, even replica vessels have to meet specific criteria, including modern navigation aids and auxiliary engines. Now you know why the *Bounty* was so often seen moving round Sydney Harbour with virtually no sails set. Not so the *Batavia* - it is a faithful replica, historically accurate in every detail. It returned to the Netherlands as deck cargo on a heavy lift vessel, such as the MV *Swan*.<sup>22</sup>

In 2016, Russell Crowe bought the film rights to Hugh Edwards' novel, *Island of Hungry Ghosts*, on the *Batavia* story. Initially, Crowe had a 12 month window to begin the project with the right to seek further extensions of time.<sup>23</sup> Currently, no further details are available on the IMDB website.

<sup>1</sup>See: G Duncan 2020, 'Reassessment of Cook's Achievement – Part 1: The 'Secret' Discoveries of Australia', *The Sutherland Shire Historical Society Bulletin*, 215, 21-22.

<sup>&</sup>lt;sup>2</sup> G R Schwarz 2010, The History and Development of the Caravel, A&M University (Texas).

<sup>&</sup>lt;sup>3</sup> J Fairall 2013, 'Graeme's caravel', *Signals*, 102, March-May; L Scanlon 2013, '*Notorious* caravel sails again', *Newcastle Herald*, August 30.

<sup>&</sup>lt;sup>4</sup> E Lombarder 2019, 'Exploring *Notorious*: A Real-life Pirate Ship' www.emmalombardauthor.com/post/exploring-notorious-the-pirate-ship/

<sup>&</sup>lt;sup>5</sup> A Schipper 2021, 'Walk the planks of *Notorious* "pirate" ship', www.bundabergnow.com/2021/01/01/walk-planks-notorious-pirate-ship-bundaberg-tours/

<sup>&</sup>lt;sup>6</sup> Schipper 2021.

<sup>&</sup>lt;sup>7</sup> "It's not a pirate ship but it is *Notorious*", *St George and Sutherland Shire Leader*, August 12, 2012

<sup>&</sup>lt;sup>8</sup> D Field 2015, 'Caravel sails into shire', St George and Sutherland Shire Leader, Thursday, February 12, 11.

<sup>&</sup>lt;sup>9</sup> B Campbell 2001, Duyfken; the Story of a Brave Ship and a Brilliant Replica., 3ed., ANNM.

<sup>10</sup> N Birmingham 1999, 'Building the Duyfken', www.abc.net.au/science/slab/duyfken/default.htm/

<sup>&</sup>lt;sup>11</sup> See: 'The Little Dove Sails back through Time', Maritime Log, WAM Magazine, 2002, 13-14. For the full story of the replica Duyfken, see: J Henderson 1999, Sent Forth a Dove, Western Australia UP.

<sup>&</sup>lt;sup>12</sup> Pic Lee Song 2020, 'Duyfken Set to Sail for New Home in Sydney', www.duyfken.com/blog//duyfken-to-set-sail-for-new-home-in-sydney/; E Wynne 2020, 'Fremantle's historic Duyfken, 'Little Dove', tall ship replica to sail east for new chapter in Sydney Harbour", www.abc.net.au/news/2021-11-22/historic-tall-ship/replica-moves-from-perth-to-sydney/

 $<sup>^{\</sup>rm 13}$  S Bevan 2020, 'Duyfken and a love born on water', www.newcastleherald.com/story/7061570/how-a-piece-of-dutch-maritime-history-helped-love-born-on-water/

<sup>14</sup> www.sea.museum/whats-on/sail-on-duyfken/

<sup>&</sup>lt;sup>15</sup> For the story of the wreck, see: H Drake-Brockman, *Voyage to Disaster*, Western Australia UP, 2005; P Fitzsimmons, *Batavia*, William Heinemann (Australia), 2011.

<sup>&</sup>lt;sup>16</sup> 'Shipwrecks, treasures and tales of disasters', *Maritime Log*, WAM\ Magazine, 2002, 9-10.

<sup>&</sup>lt;sup>17</sup> For the rest, see: www.bataviaphotos.com/batavia\_history.html/

<sup>&</sup>lt;sup>18</sup> "The Historic Dutch Ship the *Batavia* and its Blood-Curdling History", www.amusingplanet.com/2016/09/the-historic-dutch-ship-batavia-and-its.html/

<sup>&</sup>lt;sup>19</sup> P Godard 1993, *The First and Last Voyage of the Batavia*, Abrolhos Publications.

<sup>&</sup>lt;sup>20</sup> See: W Richards, "Welcome Batavia", Signals, 49, December 1999 - February, 2000, 4-6

<sup>&</sup>lt;sup>21</sup> www.modelships.de/Museum and replicas/Batavia/Batavia en.htm/

<sup>&</sup>lt;sup>22</sup> See: 'DESTROYED DESTROYER GETS LONG LIFT HOME', www.maritimejournal.com/news101/industry-news/destroyed\_destroyer\_gets\_a\_long\_lift\_home/

 $<sup>^{23}</sup>$  S Taillier 2016, "Russel Crowe buys rights to Batavia book; Geraldton historian hopes grisly maritime tale becomes movie", www.abc.net.au/news/2016-03-09/russel-crowe-buys-rights-to-batavia-book-island-of-hungry-ghosts/7282468/

# **EXCURSION TO DELARDES RESERVE**

March 24, 2022

# **GREG JACKSON**

Intrepid SSHS members gathered at Delardes Reserve, Illawong in light rain for this excursion led by archaeologists Pam Forbes and Greg Jackson. Delardes Reserve was formally known as Lugarno Park and is located on the southern bank of the Georges River at one of the narrowest crossings of the lower Georges River. This location has ensured that history did not pass it by with the original ferry crossing the river there in 1843 and the Lugarno Pleasure Grounds established in about 1900. Both Henry Lawson and notorious criminal Darcy Dugan paid a visit in the twentieth century and the pristine area narrowly escaped being the site of a huge coal fired power station in the 1950s which would have brought industrial squalor to the entire suburb. We enjoyed a short damp walk to an indigenous midden in the reserve, probably robbed by convict John Alford for his lime kiln located in nearby Lime Kiln Bay, Oatley in the 1830s.

We finished the excursion with hot cross buns in the reserve's only shelter.



Excursionists led by Greg and Pam at Delardes Reserve. [Photo: Ian Hill]

# **DELARDES RESERVE, ILLAWONG**

SSHS excursion, 24th March 2022

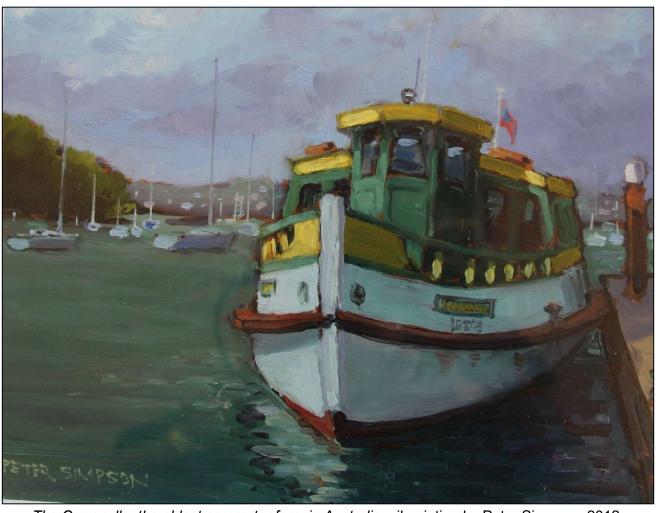


Remains of the modern jetty belonging to the old Lugarno ferry masters house in Delardes Reserve.

[Photo: Ian Hill]



Remains of an old boatshed ramp in Delardes Reserve [Photo: Ian Hill]



The Curranulla, the oldest commuter ferry in Australia, oil painting by Peter Simpson, 2012 [Permission to publish image granted by artist]

See, 'Captain Robert Ryall, Founder of the Cronulla-Bundeena Ferry Service' (p.8)



Entrance to Sutherland Shire Museum, 88 Venetia Street, Sylvania, bearing new sign
[Photo: Elizabeth Craig]
See 'Rebirth of Sutherland Shire Museum (p.15)