AAMH Quarterly Newsletter

The Australian Association for Maritime History Inc.
Publisher of *The Great Circle*

September 2017 **Issue 145**

The Great Circle – VIP Special Edition Launch

Commemorating the 200th Anniversary of Louis and Rose de Freycinet Departure

Dr Michael McCarthy, editor of *The Great Circle*, launched a richly illustrated special issue of the Associations journal on Tuesday 26 September at the spectacular Batavia Gallery, WA Shipwrecks Museum, Fremantle.

The special issue and launch were timed to commemorate the 200th anniversary of the departure, from France, of the exploration corvette *Uranie* with Louis and Rose de Freycinet.

Dr Mack McCarthy
Launching the Special Issue

The event included a welcome by Alec Coles OBE, Director WA Museum, response from Audrey Lureau, Director Alliance Française de Perth and the launch by Dr Michael McCarthy representing Dr James Hunter President, Australian Association for Maritime History.

Presentations followed from Dr Kate Gregory, Battye Historian, WA State Library, Myra Stanbury, Research Associate, and from Master of Ceremonies and event organiser Nicolas Bigourdan, Assistant Curator, Maritime Archaeology, WA Museum.

The launch celebrated the publishing of the largest ever volume of *The Great Circle*, which includes papers on the French quest for the great southland, the St Alouran and Baudin expeditions, as well as hydrographical and social science discoveries.

The guest editor of this special issue, Mr Nicolas Bigourdan addressed an audience of AAMH members, scholars and representatives of Government and the Alliance Française de Perth. Nicolas reviewed the West Australian Museum's French Connect program and provided a chronology of French exploration of our region dating back to the de Gonneville expedition of 1503.

Nicolas Bigourdan
Assistant Curator WA Museum

Myra Stanbury - WA Museum

Audrey Lureau, Director of Alliance Française spoke on the strength of the historical relationship between Australia and France and thanked the Association for the special issue.

Dr Kate Gregory reviewed the de Freycinet collection in the State Library while Myra Stanbury spoke about the origins of Louis St Alouran.

Dr McCarthy on behalf of AAMH President Dr James Hunter thanked the WA Museum for the support given to the publishing of the special issue.

The evening concluded with a remarkable performance by Pierre Bessieres and Ea Sulak with Helia Sulak, as the voice of Rose in the sound scapes, from the Perth French Theatre. The performance was based on an entry in Rose de Freycinet's diary of the departure from France of the *Uranie* and the voyage before the arrival in Shark Bay in September 1820.

Louis de Freycinet played by Pierre Bessieres

Rose de Freycinet played by Ea Sulak

Rose entertaining with her husband

Sally May presenting the Special Issue to Mr Alec Coles OBE - WA Museum

Dr Michael McCarthy explaining the voyages of the French exploration ships

Sally May presenting the Special Issue to Audrey Lureau - Alliance Française

50th Anniversary - Naval Communication Station 'Harold E. Holt'

The Naval Communication Station 'Harold E. Holt' was established in 1967 to provide very low frequency (VLF) radio transmission to United States Navy and Royal Australian Navy ships and submarines in the western Pacific Ocean and eastern Indian Ocean. The base is located on the northwest coast of Australia, 6 kms north of the town of Exmouth, Western Australia.

The town of Exmouth is located in Exmouth Gulf and was built at the same time as the communications station to provide support to the base and to house dependent families of US Navy personnel and is now a popular tourist destination. There is also a small ship berthing facility at Exmouth. The majority of US Naval presence ended in 1993 with the withdrawal of all US Naval personnel.

On 6 December 2013 it was announced that the Space Surveillance Telescope, part of the United States Space Surveillance Network, will relocate to the base. The telescope will be operated by Australia on behalf of the US and will contribute to the US Space Surveillance Network, which provides warnings to all satellite operators of potential collisions with other satellites or debris.

The telescope will complement another initiative to also relocate a C-Band Space Surveillance Radar to Exmouth. A C-Band Space Surveillance Radar is also being installed and once completed will be operated remotely by the Royal Australian Air Force. The nearby Learmonth Airport is a joint use RAAF base and civil airport. The RAAF facilities, communication base and small ship servicing wharf provide a small but important defence focal point in the Northwest of Australia.

The naval connections of the Exmouth go further back when the submarine tender USS *Pelias*, was briefly moored in Exmouth Gulf providing submarine support during the Second World War. Later in the war, onshore refuelling facilities were established to extend the range of submarines coming north from Fremantle. Other military equipment remained at Exmouth, including a direction finding station, a landing strip, an RAAF radar station and for a time some RAAF fighters. After 1945, only a small base maintenance unit remained.

The Exmouth Gulf was named by Commander Phillip Parker King RN of HMS *Mermaid* during hydrographic surveys in the area in 1818. The name honours the Viscount Exmouth, Edward Pellew, a Royal Navy hero of the Napoleonic wars.

Peter Ridgway

Sources:- http://www.minister.defence.gov.au/2013/11/22/minister-for-defence-australia-and-the-united-states-agreement-on-defence-space-cooperation/
http://www.exmouth.wa.gov.au/heh-naval-communication-station.aspx
http://www.defence.gov.au/whitepaper/docs/050-ShireofExmouth.pdf

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From the Editor

From the Index we see that members and associates have contributed some diverse articles for your enjoyment. I thank all contributors for sharing their interesting and informative articles.

The highlight is *The Great Circle* special edition launch and, from the images, it was an extremely successful evening. The launch of the 'The Shipwreck Hunter' was also a whirlwind and successful multi state tour with a number of members and member organisations participating. November will also be busy with notices for 3 regular events.

Remember, our Newsletter needs news and articles, so keep the contributions coming for future issues. If you are not able to write an article, but have an idea, then pass it on via email to the Editor. The Committee may be aware of a member or associate that could assist with developing or writing an article.

From the President

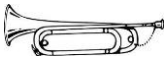
I congratulate Mack, his editorial team and contributors for a tremendous commemoration special issue of *The Great Circle*. Special thanks also to Mack for launching the issue in my absence, to Nicolas Bigourdan as Master of Ceremonies, event organiser and guest editor, to Ian Chambers our Production Manager and to the Perth French Theatre performers for the after launch entertainment.

I also thank our members who worked behind the scenes to deliver the journal and contributed to making the launch an event to remember. Peter Ridgway's article showcasing the launch captures the essence of the evening and shows a number of our members supporting the event.

Our Ken MacPherson Memorial Lecture will proceed in the same week as the AGM. It is with regret however, that it has not been possible to schedule a Vaughan Evans Memorial Lecture this year.

In November we have our AGM and I invite members to participate via teleconference. In my reports during the year I noted the Legislative requirement to update our Constitution to comply with 2015 Association Act changes. Work is in hand to clarify the process and it is expected that we will have this ready for the 2018 AGM. The Committee is also still considering any change to email delivery of our Newsletter.

Please do not hesitate to contact me if you have any suggestions for improving or otherwise contributing to your Association.



!! Notice !!
2017 Annual General Meeting

Members are advised that the *Australian Association for Maritime History Annual General Meeting* will be held on **Tuesday 7 November 2017** at the Australian National Maritime Museum.

Wharf 7, 58 Pirrama Road, Pyrmont, Sydney, commencing at 4pm (Sydney time).

All members are invited to attend either in person or via teleconference (phone connection).

Contact our Secretary, Chris Maxworthy

at cgmaxwor@gmail.com or info@aamh.asn.au

to present apologies or nominate someone (with their permission)
for any of the Committee, State Representative or Editor positions.

Telephone contact details will be available from the Secretary one week before the event.

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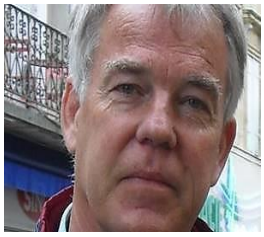
Notice - 2017 Ken MacPherson Memorial lecture

Passages to India
Exploring Pacific pathways to Asia during Australia's colonial period



This lecture will be delivered by Dr Nigel Erskine, on a colonial ere theme, at the Australian National Maritime Museum on Thursday 9 November at 6 pm.

Nigel is Head of Research at the Australian National Maritime Museum and a maritime archaeologist whose doctoral research focussed on underwater and land-based archaeological sites at Pitcairn Island associated with HMS *Bounty* and its mutineers.

At the museum Nigel has served periodically as Senior Curator and Assistant Director, and has curated a number of exhibitions, including Charles Darwin - Voyages and ideas that shook the world, which commemorated the 150th anniversary of Darwin's most famous work, On the Origin of Species, and an exhibition of French cartographer Nicolas Baudin's little-known exploration of the Australian coastline from 1801-1804.

Nigel has published two books, *In the Wake of the Beagle: Science in the Southern Oceans from the Age of Darwin*, a study of Charles Darwin's travels in Australia and the South Pacific, and *Kingston Ceramics* - A Dictionary of Ceramic Wares in the Norfolk Island Museum, a catalogue of archaeological material spanning the entire history of settlement at Norfolk Island.

Nigel also curated the recent exhibition, East of India: Forgotten trade with Australia, that examined previously-ignored trade links established with India during Australia's early colonial settlement.

Indonesian Wooden Anchors

The Museum and Art Gallery of the Northern Territory (MAGNT) has four Indonesian wooden anchors in its collection. The first anchor was acquired in 1988 as part of the fittings and accoutrements attached to *Hati Marege*, a perahu padewakang built to re-enact the Macassan voyages to North Australia[1]. The other three anchors were donations received from the Australian Fisheries Management Authority (AFMA) in 1995. This article briefly describes one of the anchors donated by AFMA and draws attention to more than 220 years of documented use of wooden anchors in the eastern part of the Indonesian archipelago.

In 1995, the AFMA donated three wooden anchors to MAGNT. The anchors had come from an Indonesian fishing boat (or boats) that had been apprehended for illegally fishing in the Australian fishing zone without a license.

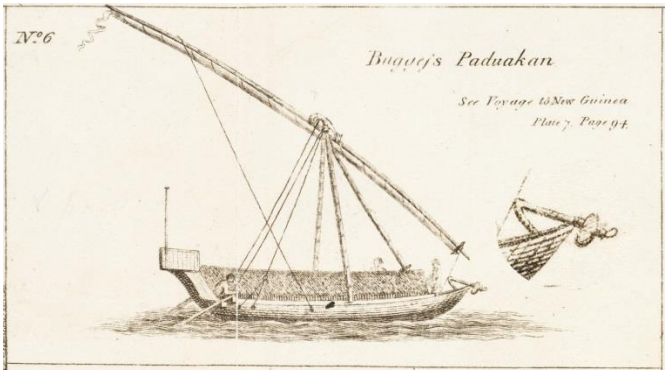
The captain and crew were taken into custody, charged under the Fisheries Act and towed into Darwin Harbour to await legal process in the Magistrate's court. The captain and crew were convicted and their vessel confiscated. The vessel was subsequently burnt and the captain and crew repatriated to Indonesia.

An Indonesian wooden anchor (palm and shank) with stone stock. Gift of the Australian Fisheries Management Authority 1995, MAGNT Collection M95.13 (photograph by Regis Martin).

Unfortunately the name of the vessel, or vessels from which the anchors originated, was not recorded at the time the anchors were salvaged prior to the destruction of the boats involved. Untrained in museological practice, the Fisheries officers concerned saw only the curiosity value of the object as museum exhibit and were not aware of the information that an object's provenance contains. However, MAGNT was pleased to accept the donation as it demonstrated the continued use of wooden anchors in the eastern part of the Indonesian archipelago into the final years of the twentieth century.

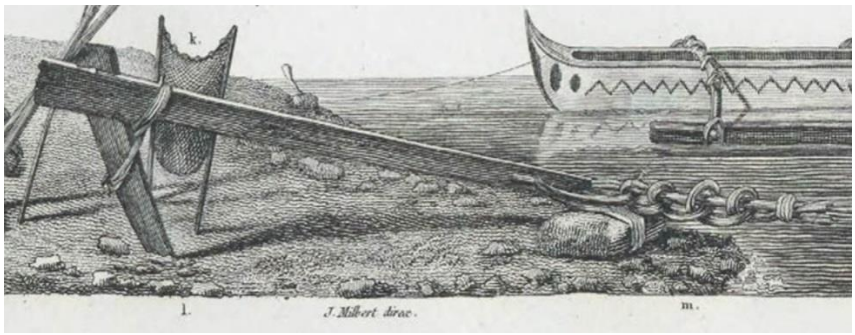
The earliest documented use of wooden anchors in the region located by this author is by Thomas Forrest in 1792[2]. Forrest was employed by the British East India Company and for a time was based in Balambangan (Pulau Balambangan, Sabah, Malaysia), an 18th century British trading post located on the northern tip of the Island of Borneo. In 1774 Forrest sailed his vessel *Tartar Galley* through the Maluku and New Guinea region and explored various routes into the 'spice islands'[3]. Forrest made a number of sketches and drawings of boats and canoes that he saw, often in the margins or at the bottom of the charts he made of the areas he visited.

One of these includes a Bugis padewakang (Paduakan) with tripod mast and furled fore-and-aft sail from the southern Sulawesi region around the port of Makassar. The vessel appears to be small, about ten metres long and approximately 4-5 tons with quarter rudders and an open deck with a thatched roof. In this drawing, Forrest clearly shows a wooden anchor with a single arm and stone stock at the bow. Unfortunately the scale of the drawing does not allow any detail to explain how the components are assembled.



A Bugis vessel from southern Sulawesi with a wooden anchor and stone stock sitting on the bow. Drawn and published by Thomas Forrest 1792 from the Mitchell Library, State Library of New South Wales collection.

Approximately 30 years later in 1803, Charles-Alexandre Lesueur (1778-1846) and Nicolas-Martin Petit (1777 - 1804), artists on board Nicolas Baudin's ships, *La Géographe* and *Naturaliste* record a wooden anchor with a stone stock in Timor[4]. In this drawing the arrangement at the crown of the anchor where the arm and the shank are joined is shown.



A wooden anchor with stone stock recorded by the French in Timor in 1803, from a lithograph published as Planche 49. Fig.2 in 'Table Explicative des Planches de l'Atlas Historique du Voyage aux Terres Australes'. Deuxieme edition, Lebel, 1 d'Erfurth Street, Paris c1819.

It is assembled in a similar fashion to the MAGNT anchor acquired in 1995, although the French example shows the arm attached through a slot in the shank, whereas the MAGNT example is visa-versa. Both, however, have twisted cordage near the throat of the anchor to strengthen the attachment of the single arm to the shank.

In conclusion, it is clear that wooden anchors, as documented by both English and French explorers in the eighteenth and nineteenth centuries, have been in use in eastern Indonesia at least for the last 220 years and probably considerably longer.

The fact that they were still in use at the end of the twentieth century as demonstrated when three examples were collected from Indonesian vessels in Darwin Harbour, is remarkable given the rapid development in maritime technology throughout the region during this time. The reasons for this continued use into modern times and the origin of the anchor design are interesting questions for further research.

Paul Clark

References

1 Burningham, Nick. 1988. Description of Hati Marege: A Replica 19th Century Makassan Perahu. *The Beagle: Records of the Northern Territory Museum of Arts and Sciences* 5 (1): 155-161.

2 Forrest, Thomas. 1792. *A voyage from Calcutta to the Mergui Archipelago*. J. Robson, London.

3 Forrest, Thomas. 1779. *A voyage to New Guinea and the Muluccas*, 1774-1776. T. Price and H. Whitestone et.al, Dublin.

4 Peron, Francois, Freycinet, Louis Claude Desaulses de and Cornell, Christine (ed). 2009. *Voyage of discovery to the southern lands / François Péron [edited by Christine Cornell]*. Friends of the State Library of South Australia, Adelaide.

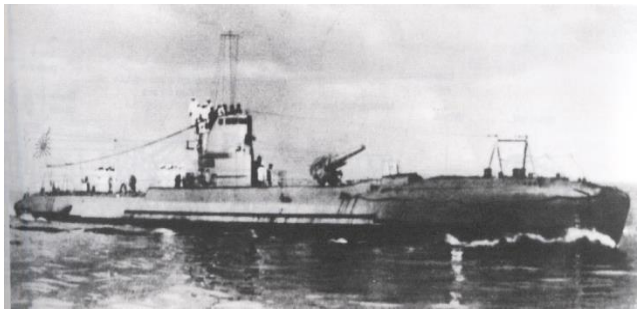
75 Year Commemoration
Loss of Imperial Japanese Navy Submarine I-124

It is strange in a way, that Darwin, a city that remembers the massive air raid of 19th February 1942, doesn't seem to know much about an earlier action that was fought outside their harbour a month before. In a short sharp combat action on 20th January 1942 outside the port of Darwin, the I-124 was lost battling against a Royal Australian Navy corvette HMAS *Deloraine* which emerged the victor in the first Japanese submarine versus Australian warship combat action.

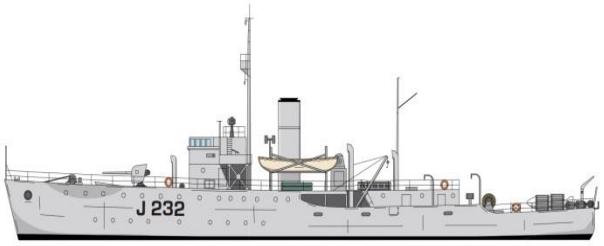
There has never been any sign around the city to commemorate the event or the 80 men entombed in their submarine just outside the port. The cruise liners come and go, passing almost over the top of the sunken vessel.

Now there is a commemorative plaque that tells the story. The Australian-Japanese Association of the Northern Territory has seen their vision brought to fruition, 75 years after the event.

One of the final aims in the ceremony held recently in Darwin was to have a WWII veteran shake hands with the Japanese Ambassador to Australia. Would that at all be possible? In the end it was, and that handshake symbolized hands across the water in a very real way.



I-124 Japanese submarine - Lewis Collection



HMAS *Deloraine* - Courtesy Peter Ingman

One of the four boats of the Sixth Submarine Division that attacked shipping and laid mines outside the port in the early months of the Pacific War, the I-124 was sunk in deep water outside the harbour, where her wreck remains sealed and intact today.

The sinking was followed by two attempts to raise the submarine, and several controversies, before the wreck was protected by the formation of the Australian Historic Shipwrecks Act of 1976.

The Association, in a two year project, worked with both the Australian federal and territory governments.

Their aim was to place a commemorative plaque on a plinth at Casuarina Cliffs, overlooking the Arafura sea north of Darwin.

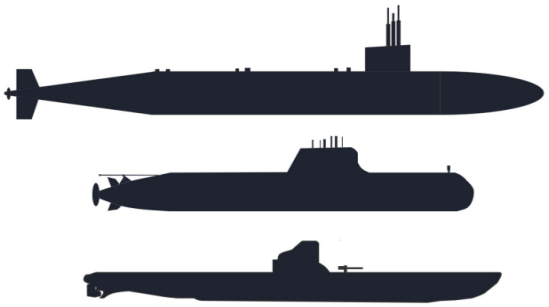
Their thinking was, although a memorial was not suitable, there should be some sort of commemorative marking the area where the first combat action of the Top End took place, and where 80 men lost their lives, remaining entombed to this day.

I-124 Commemorative Plaque
Courtesy Asako Kobayashi

The unveiling of a plaque on 17th February 2017, to be later installed on Casuarina Cliffs, was undertaken by His Excellency Mr Sumio Kusaka, Ambassador Extraordinary and Plenipotentiary of Japan to Australia; Senator the Honourable Nigel Scullion, Minister of Indigenous Affairs, Senator for the Northern Territory; The Honourable Michael Gunner MLA, Chief Minister of the Northern Territory; Ms Kathleen Bresnehan, President of the Australian-Japanese Association of the NT, and Dr Tom Lewis OAM, military historian and author of *Darwin's Submarine I-124*.

The plaque, carrying a description of the action and several graphics, was supplied by the Department of Defence, whose Defence Science & Technology Group supplied a sonar image taken only months previously as part of testing of new technology. One of the graphics shows the silhouette comparisons of the I-124 with modern Los Angeles US Navy and Collins-class Australian Navy submarines.

Detail of the I-124 plaque -Courtesy Tom Lewis



Silhouette Comparisons - Peter Ingman Graphic

Mr Takashi Ootaki, grandson of crew member Petty Officer Second Class Ryohei Ootaki, made a short speech.

WWII RAAF veteran, Mr Brian Winspear AO, who experienced the first Darwin air raid, was present in his uniform and in the finale of the event, shook hands with the Japanese Ambassador.

Those attending were gifted with a paper crane to take away, each of which carried the name of a submariner. At 7pm, at the end of the event, 80 balloons were released to free the souls of the dead from the submarine.

Paper cranes, and pictures of crew members, at the ceremony. Courtesy Asako Kobayashi

At the balloon release, from the left -
Japanese Ambassador; the Administrator of the Northern Territory, His Honour John Hardy AO; and the Chief Minister of the Northern Territory
Courtesy Asako Kobaysahi

The submarine is off limits to fishermen, and at 60 metres, is too deep for easy scuba diving, but that's also off limits. This was the first vessel ever protected under the Australian Historic Shipwrecks Act.

Dr Tom Lewis

American Liberty Ship - *Alkimos*

Like the life of so many vessels, the story of *Alkimos* is one of mystery and adventure. The American Liberty ship, built as a prefabricated wartime freighter, was first launched in Baltimore in October 1943. Following the War it was sold to a Norwegian, and later to a Greek shipping line, which is how it found its way into Western Australian waters. Unfortunately, the vessel struck Beagle Island Reef, just north of Perth in 1963 and it proved to be the beginning of the end.

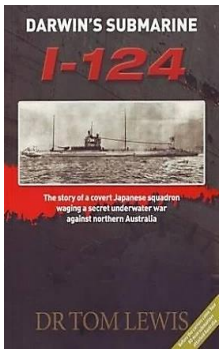
A collection of *Alkimos* objects was recently donated to the Western Australian Museum, which included not only the ship's wheel and navigation instruments, but also the black box which contained ships paperwork.

The box was used during wartime, and contains a variety of documents - from crew logbooks, cargo manifests and other trading paperwork, to international documents.

In due time these documents will be catalogued and compiled to tell a richer history of the individuals who sailed on *Alkimos* across the vast seas.

Deb Shefi

An interesting read?



The first attacks on Australia by the Japanese were made by four submarines of the Sixth Submarine Squadron of the Imperial Japanese Navy. On 20 January 1942, it all went horribly wrong. Sunk with all hands, the submarine I-124 remains outside Darwin today, not only a testimony to bravery but also to folly.

Avonmore Books' new edition of a 1990s work features new and improved graphics; a host of photographs, and the complete story of the submarine action, and events through the decades beyond – for the sunken vessel did not lie easy. Code seekers, treasure hunters, and potential salvors eventually led to the formation of the Historic Shipwrecks Act.

Dr Tom Lewis OAM is the award-winning author of several history books describing World War II in northern Australia. His best-selling *A War at Home*, detailing the attacks on Darwin by the air armada of February 1942, is now in its 4th edition. Seeing combat deployment in his alternative career as a Royal Australian Navy officer, Dr Lewis remains at the forefront of researching the unusual and mysterious intricacies of the little-known aspects of Australia's darkest hours.

British Southern Whale Fishery Update

In the “Lively Outcome” article published in our 2016 Issue 141 Newsletter, members were advised of the availability of the British Southern Whale Fishery (BSWF) databases and website.

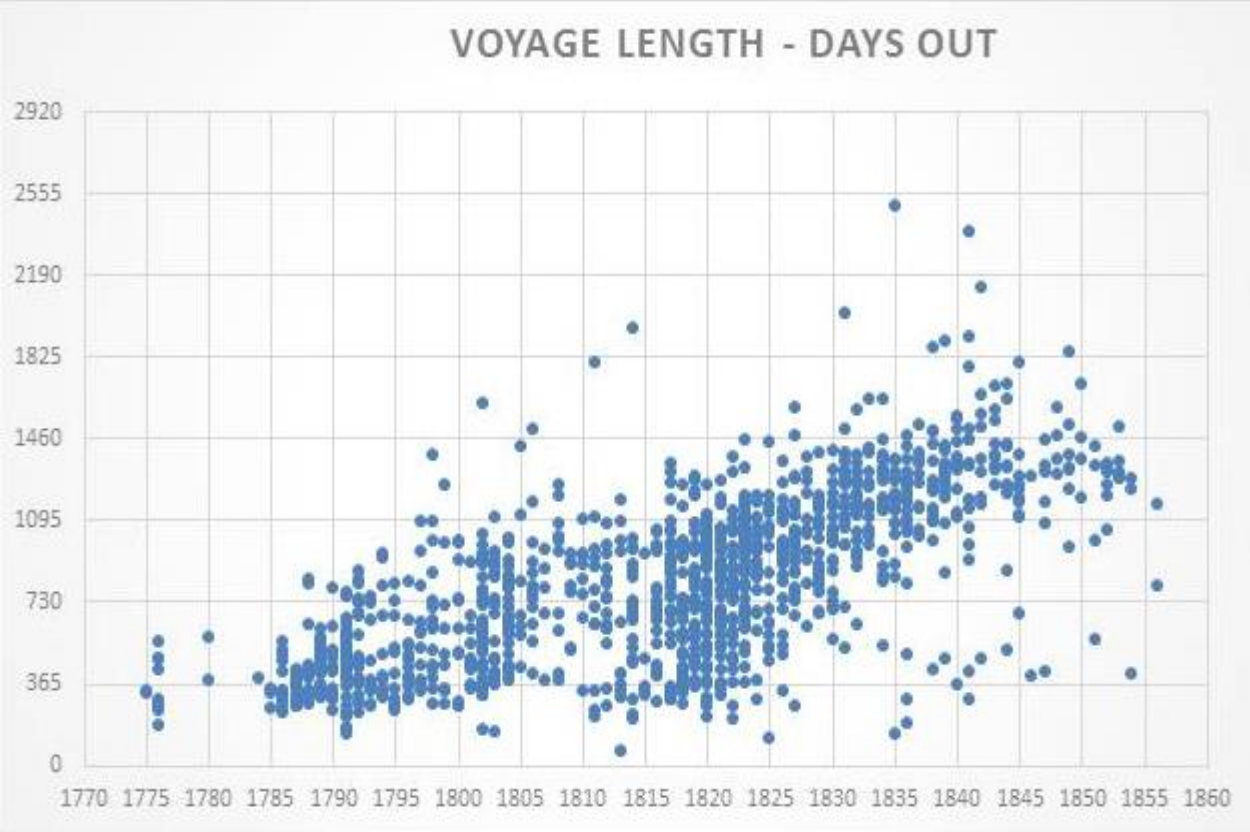
Unfortunately a recent redevelopment of the main website at the University of Hull has meant that BSWF website has relocated. However, the Voyage (2544 voyages) and Crew (over 13,700 entries) databases remain available at Hull and can be accessed via the new website.

The new website is independent of Hull and can be found at: http://www.britishwhaling.org/. Our content has been migrated with lots of new material contributed by researchers and genealogists who have accessed the site.

One thing the Voyage database has allowed us to do is to look at average voyage lengths. Below is reproduced a chart constructed using departure and arrival dates where known (2/3rds of voyages). What it shows is that over the life of the south seas trade there was a steady increase in the length of voyages.

For the first few years after 1775 voyages were around a year or less. With expansion beyond the two Capes in the early 1790s voyage lengths grew and quickly reached two to three years. Longer voyages were usually associated with circumnavigations of the world.

Average voyage lengths shortened after the Napoleonic Wars as sealing briefly re-emerged but once the trade moved to the Central Pacific voyage lengths of three years or longer became the norm.

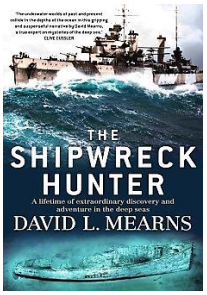


If you are interested in more information about the British South Seas Fishery a Facts document has been placed on the BSWF website and can be accessed at: http://www.britishwhaling.org/bswf-facts-timeline.html. We welcome contributions and corrections.

Also, we should acknowledge the contributions of former AAMH members, especially A G E Jones, Ian Nicholson and John Cumpston. In further developing the BSWF website and databases we are following in the footsteps of giants.

Dale Chatwin (bswfdb@gmail.com)

Looking for a good read?



Part detective story, part history and part deep ocean adventure, David Mearns *The Shipwreck Hunter* is a unique insight into a hidden underwater world.

David Mearns has found some of the world's most fascinating and elusive shipwrecks, from the deep-water searches that led to him solving the 66-year mystery of HMAS *Sydney*, and the final resting place of the mighty battlecruiser HMS *Hood*, to the shallow reefs of a remote island that revealed the crumbling wooden skeletons of Vasco de Gama's 16th century fleet.

The book is a compelling story of some of David's most intriguing discoveries, detailing the extraordinary techniques used, the painstaking research and the mid-ocean stamina and courage needed to find a wreck kilometres beneath the sea, as well as the moving human stories that lie behind each of these oceanic tragedies.

About the Author

US-born marine scientist, researcher and deep-sea shipwreck hunter David Mearns OAM has found and filmed some of the world's most famous and controversial shipwrecks; notoriously difficult wrecks that others predicted would never be found or their mysteries solved.

Over his 25-year career he has led the research and discovery of 24 major shipwrecks achieving an overall success rate of 89%, is company Blue Water Recoveries has been awarded three Guinness World Records, including one for the deepest shipwreck ever found at 5,762 metres. David is a fellow of the Royal Geographical Society and the Explorers Club.

Book Launch Tour

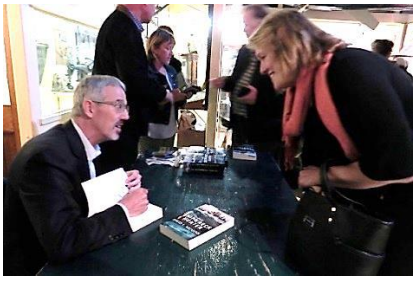
The Tour commenced on Wednesday evening, 26 July, at the Queensland Maritime Museum (QMM) where over seventy members and visitors attended the event. David was introduced by CEO Ian Jempson, who explained how QMM provided key information of the local lighthouses, which in turn, greatly assisted in the final location of AHS *Centaur.*

The Book Launch Tour then progressed to the Australian National Maritime Museum on the following evening and also to the Fremantle Maritime Museum.

Attendees at all of the venues were captivated by David's presentation as he outlined how some of the world's most fascinating and elusive shipwrecks were located, from the deep-water searches that led to him solving the 66-year mystery of HMAS *Sydney*, and the final resting place of the mighty battlecruiser HMS *Hood***,** to the shallow reefs of a remote island that revealed the crumbling wooden skeletons of Vasco de Gama's 16th century fleet as well as AHS *Centaur.*

Ian Jempson at QMM

QMM Audience



David at QMM

David at ANMM

James Hunter & AE1 crew descendant ANMM

WAMM Audience

!! Notice - 2017 Fremantle Maritime Day !!

It's that time of year again. Fremantle Maritime Day will be held on Sat. 4th November at Victoria Quay, Fremantle, from 10am to 4pm.

It's a great family day out, with lots of activities as well as things to see and do for all. Who can forget those performers from last year's event.

We'd love to see our local and any visiting interstate members there.

Fremantle Ports have again sponsored the AAMH booth. Contact the AAMH organiser (info@aamh.asn.au) if you can help with manning the booth any time during the day.

Events Calendar

October		
until 29 Oct	Australian National Maritime Museum, Sydney NSW	The Hartog Plate *Original Hartog plate, on loan from Amsterdam's Rijksmuseum to mark 400 years since Hartog's historic landing.*
Ongoing	Museum of Geraldton, WA	From Great Depths: Witnessing the Wrecks of HMAS Sydney (II) and HSK Kormoran
November		
4 Nov	Victoria Quay Fremantle WA	Maritime Day
7 Nov (4pm AEST)	Australian National Maritime Museum, Sydney NSW	Australian Association for Maritime History Annual General Meeting
8-10 Nov	Australian National Maritime Museum, Sydney NSW	Nawi 2017 – Travelling our Waters *Australia's Indigenous Watercraft Knowledge*
9 Nov (6pm AEST)	Australian National Maritime Museum, Sydney NSW	Ken MacPherson Memorial Lecture *Passages to India - Exploring Pacific pathways to Asia during Australia's colonial period.*
until 19 Nov	Australian National Maritime Museum, Sydney NSW	Guardians of Sunda Strait
until 26 Nov	Australian National Maritime Museum, NSW	The Art of Science: Baudin's Voyagers 1800-1804 *The exhibition showcases original sketches and painting created by Baudin's artists.* **The 2 remaining upcoming exhibition times and venues will be highlighted in later Newsletters.**

The *Events Calendar* is by no means an exhaustive list of exhibitions, display and conferences. Please advise the Newsletter Editor if you are aware of events that would be of interest to members.

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A Newsletter Needs News

Contributions may be historical or newsworthy and on the theme of maritime history. They may be short notes or articles with text about 100-1200 words with images where possible. Text may be edited and publication is at the discretion of the Editor.

The deadline for the next Newsletter (Issue 146) is:- 4 *December 2017*

Thank you for your continued support.