

Lindisfarne

Lindisfarne Historical Society Inc.

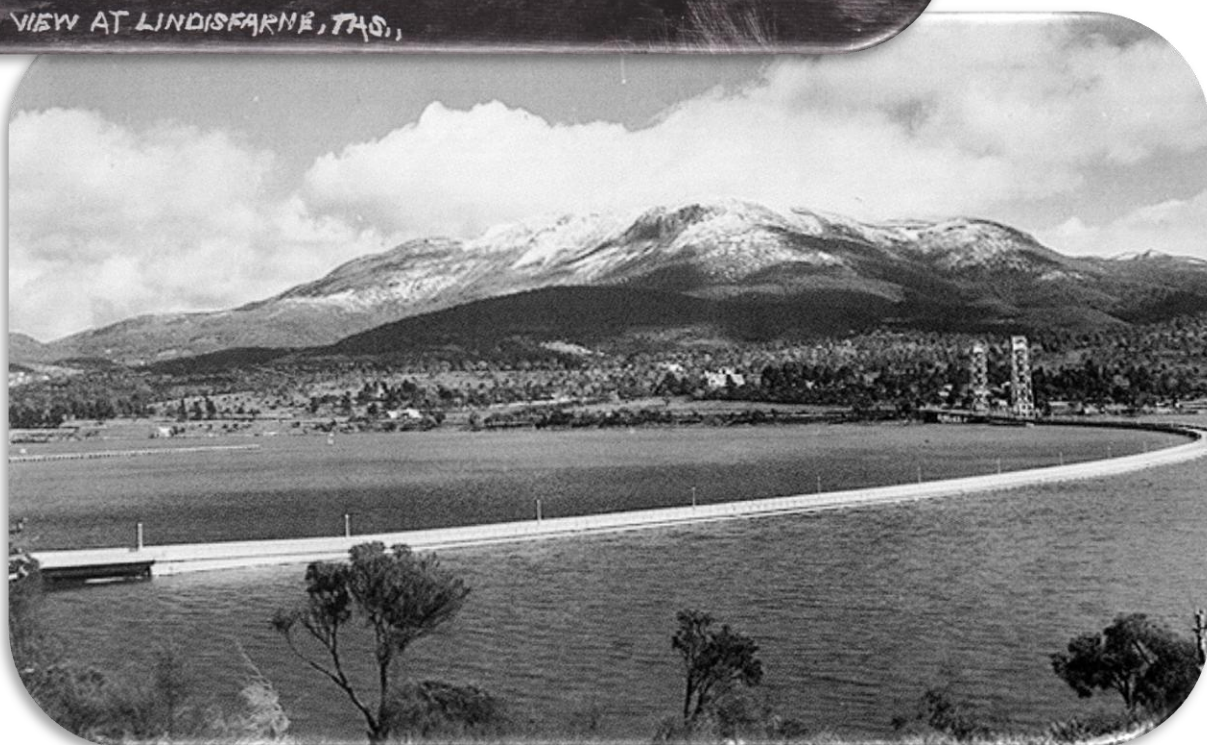
Newsletter No.2/2026

Winter Snapshots ...



508

VIEW AT LINDISFARNE, T.S.,





***Congratulations and a very
Happy Birthday
to
Graham Burgess!***

Past President, and a Founding Member of the Lindisfarne Historical Society, Graham Burgess, celebrated his 100th birthday on June 24th.

This very special event was celebrated with family, children, grandchildren and great-grandchildren gathering from all over the country, and his friends.

Graham's mother, a teacher, came out from Dunbarton, Scotland as a young woman, and settled in Wynyard. Graham was always very proud of his Scottish heritage and, later in life, he and Brenda visited Scotland to visit her birthplace and to meet family.

Graham was born on Tasmania's Northwest Coast, and came to Hobart in 1946. He moved to Lindisfarne after his marriage to his wife Brenda in 1948.

Brenda's family ran the local Post Office in Lindisfarne. With their help Graham and Brenda built their new home on the East Derwent Highway in Geilston Bay, where they lived for many years, whilst raising their family and becoming more and more involved in the local community.

Graham came to love Lindisfarne dearly, and has been actively involved in very many clubs and

associations in the community over the years.

As an electrician he ran his own business for some years before opening his own electrical hardware shop.



Many of us remember this shop, situated initially in Lincoln St and then in Wellington Rd, where the Unicorn Op Shop is now located.

Graham was a founding member, and first President, of the Lindisfarne Rotary Club and when the State Library closed its Lindisfarne branch in the early 1990's Graham, along with others, rallied Clarence City Council to form what

is now the Lindisfarne Community Activities Centre (LCAC).

Graham became Chairman of the LCAC Management Committee, a position he held from 1992 to 2009. The Riverside Room was added to the building in 1997.

As a result of the presence of the LCAC very many local groups have flourished over the years, with many of them still going strong after over 30 years. We thank Graham and his colleagues for recognising, and seeing to the establishment of, a much-needed Community Centre which has benefitted so many in the community over the years. Graham was involved personally with many of these, including the Indoor Bowls Group which continues to this day. However, the Lindisfarne Garden Club, which had such beautiful displays at their twice-yearly Garden Shows, sadly folded several years ago.

Graham was also a founding member of the now thriving Lindisfarne Historical Society, which was formed in 1992 with Bob Wellington as President and Graham as Vice President. Graham later became President for several years and we owe so much to his leadership and guidance over the years.

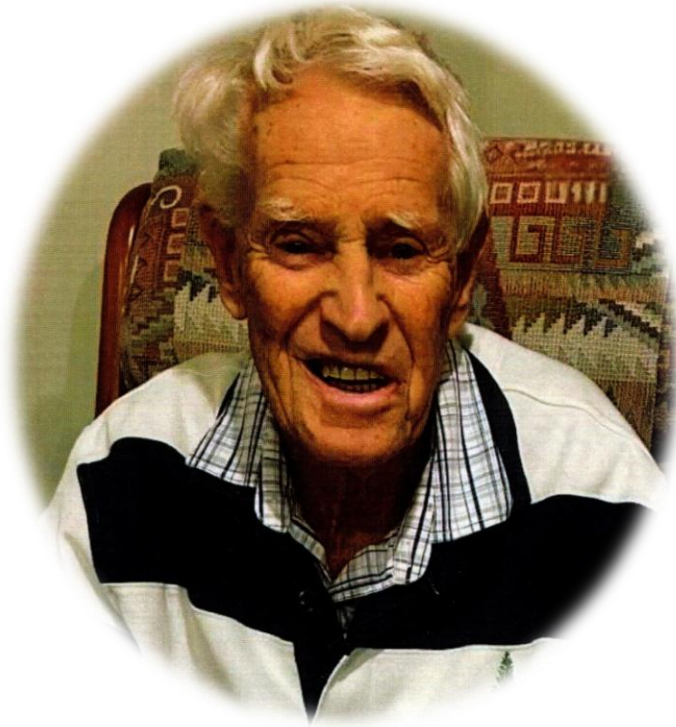
A life well lived and we are so grateful to have been a part of it.



Graham pictures with his children at his 100th Birthday celebrations held at the LCAC recently

VALE JOHN SARGENT

22-9-1943 – 15-5-2026



John was a founding member and the President of the Bellerive Historical Society for many years. He was dedicated to the history of the Bellerive area, the river and the O'May family history.

His private Maritime Museum on The Esplanade was a joy to visit, with its extensive collection of items relating to the river and all that sailed on it. Members of LHS were fortunate to be able to visit on occasions, enjoying all the displayed items and listening to John's telling of tales.

He had a close association with Bellerive Primary School, sharing his knowledge of the past and enabling the pupils there to learn the history of the area they were growing up in.

He was also the author of very many books on Bellerive and the nearby area.

Lindisfarne and Bellerive Historical Societies have shared many happy experiences over the years, and we will miss him greatly.

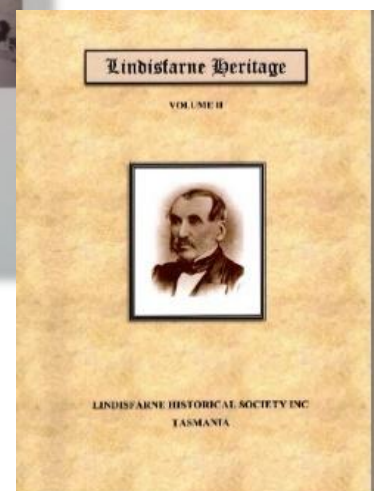
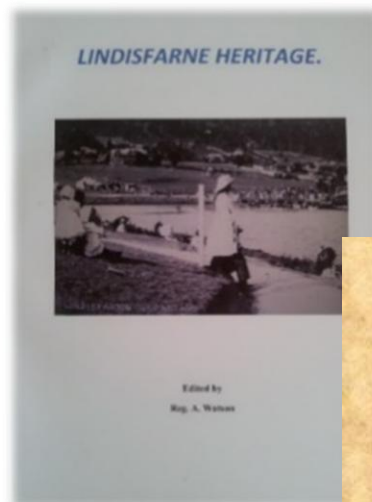
We send our sympathy and very best wishes to Sue and the family on their loss of a very special man.

LINDISFARNE HERITAGE VOLUME 3

The LHS committee would like to start work on Volume 3 of our LINDISFARNE HERITAGE series of books, as we feel there are still plenty of stories we would like to publish.

We are looking for someone who has the skills and would be interested in being the EDITOR of this new volume.

If you are interested, or know of someone who would be suitable, please contact the Secretary, Susan Gardner, on 0418 289 732, or email us on lindisfarne.history@gmail.com



Front Cover: Historical winter snapshots of Konyani (Mt. Wellington) taken from Lindisfarne.

MEMORIES OF FLYING TO SYDNEY ABOARD A FLYING BOAT

By Geoffrey Cashion

Driving to Hobart over the Floating Bridge in the late 1950's you would have seen a seaplane moored in front of Government House. This plane was a short Sunderland Flying Boat built by the owners, the Short brothers, at their factory in Sunderland, England. Built for the Royal Air Force during WW2 for Coastal Command to hunt German subs. After the war Reg Ansett started an air service between Hobart and Sydney using these planes and this is my story.

I had three trips to Sydney, 1949 to 1955, with my mother and two brothers. We stayed with my grandparents at Seaforth, Sydney.

Arriving at the Marine Board slipway and jetty our luggage was put onto a little boat called *The Nancy* and taken out to the plane.

People flying to Sydney were taken to the plane 8 at a time until 30 of us were on board. We entered the plane through a small hatchway on the front side of the plane and then shown to our seats. We were ready to go.

Leaving Hobart, we went down the river and by the time we reached Wrest Point we were in the air and flying for the next four hours.

The plane has a hull shaped like a boat, a crew of 5, four engines on top of the wings and has floats attached at the end of the wings to give it balance and to stop the wings hitting the water when moored. The flying time to Sydney is 4 hours and you landed at Rose Bay in Sydney Harbour.

We spend the next 4 hours having something to eat and drink. Some of the children are taken up to see the Pilot by the Air Hostess and to see where we are going.

A flying boat on the Derwent



Ansett Flying Boat. Hobart. Tas. A.B. Series. N° 622.

Approaching North Head from the sea the plane starts a slow left-hand turn and flies over Manly, and lines up with Taronga Zoo to approach the water runway at Rose Bay. It's not quite dark yet, but the water runway will follow a line of lights towards Rose Bay.

Having landed, the boat with a wire cable comes along the side of the wooden jetty pontoon. The wire cable is then attached to the tail of the Flying Boat. The wire cable is then taken to a winch and the plane is dragged backwards between two pontoons with a space the width of the plane between them. This allows the passengers to step onto the timber pontoons and the jetty without getting wet. It is now 9pm.

My grand-mother is not there to meet us, but there is a message for my mother from her. It reads "*I have waited since 3pm, get a taxi to come home and I will see you there*"

Hobart had an airport at Cambridge with DC3 planes only. Our new airport was being built with Gordon Jennings doing the earthworks. The Flying Boat had seen its day.

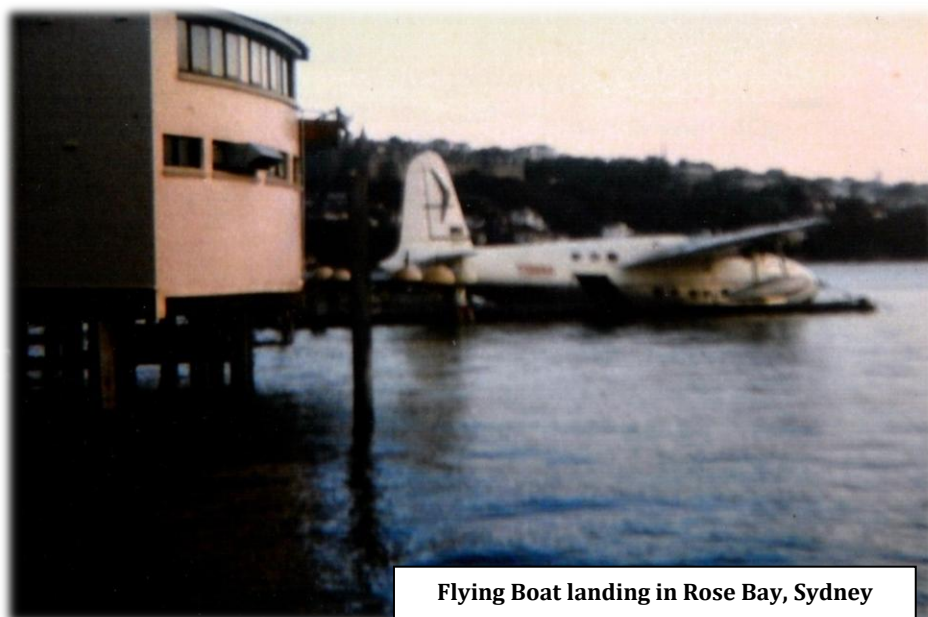
The Flying Boat stopped coming to Hobart around 1960 but the service to Lord Howe Island continued to 1964 when a land runway was constructed by the Australian Army.

My next trip was when I was 5, it would be my last and I can now remember a lot more.

Our 3rd trip as a family didn't start too well. The plane arrived the day before we were to leave. We arrived at the departure point in the morning to be told that the weather was too bad to take off in the Derwent. This was 9am in Hobart. We were all put onto a bus and taken to Beauty Point to catch the plane there. We arrived there in the afternoon to see the plane landing on the Tamar River.

Our luggage was on board having been left on the jetty at Hobart. The Seaplane was coming alongside a pontoon jetty where we could step off the pontoon through the hatch on the side of the plane and again be shown to our seats. I had a port hole seat on the lower level and I could see out the port hole window. My seat was level with the water outside the plane.

By this time it was late in the afternoon and the engines started and we moved out onto the Tamar River to take off. There needs to be a little ripple on the water to help release the suction on the hull. As we gather speed the water spray covers the port hole window and you don't see much. But then the spray stops and we are in the air on our way to Sydney.



Flying Boat landing in Rose Bay, Sydney

TO SERVE HOBART

Four Hours To Sydney FLYING BOATS BEGIN SOON



FLYING boats like this will be used on the new Hobart-Sydney service.

A FLYING boat service which will bring Hobart within four hours of Sydney will begin from Hobart on August 16.

It will link Hobart with Pacific islands and New Zealand.

Trans-Oceanic Airlines will use double-decker Short Hythe aircraft capable of carrying 44 passengers and four tons of freight on the service.

The single fare will be £10.

Mr. K. Frewin, a representative of Trans-Oceanic Airlines, gave these details in Hobart last night.

He said the service would operate weekly in August, but the company hoped to be making flights three times a week by September.

Mr. Frewin said aircraft would fly between the Hobart naval base, near Macquarie Pt., and Rose Bay, Sydney, the terminal of his company's services to Lord Howe Island, the Solomon Islands, the Hebrides, and Samoa.

The new service would link with Trans-Empire Airlines' daily Short Solent flying boat flights to New Zealand.

Service Approved

Mr. Frewin said the Derwent's water area was big enough to allow the flying boats to land and take-off in any direction.

The Department of Civil Aviation, the Transport Department, and other authorities had approved the service.

Trans-Oceanic Airlines had five Hythe flying boats operating in its services, he added.

Mr. Frewin said A. G. Webster and Sons would be the Hobart agents for the service.

Trans-Oceanic Airlines was a subsidiary of the Clan Line shipping company.

Mr. Frewin was Australian National Airways' first flying instructor.

He was born in Hobart.

The Mercury, 29th June 1950, p1.

THE ROYAL HOBART HOSPITAL -

FROM THE 1800'S TO NOW

Cheryl Norris's presentation at our last meeting gave a broad historical overview of the Royal Hobart Hospital and the development of nursing in Tasmania, tracing more than 200 years of change from the early colonial period through to the modern health system. A central theme was that many of the pressures facing the hospital today—especially staffing shortages, limited space, building delays, rising costs and public concern—have appeared repeatedly throughout its history.

The presentation began with the settlement of Van Diemen's Land and the early care of sick convicts and settlers around Sullivan's Cove and Hunter's Island. Norris explained that early medical care was basic, with limited facilities, few doctors and poor conditions, but that the chosen hospital site near the Hobart Rivulet eventually became the lasting location of the Royal Hobart Hospital in Liverpool Street.

A major focus was the evolution of nursing from convict and domestic-style care into a trained, regulated profession. Norris highlighted the arrival of Matron Florence Abbott in 1875, trained under the influence of Lucy Osburn and Florence Nightingale, as a turning point in professional nursing at the Hobart General Hospital. She also described the growth of nurse training, the role of probationers, the establishment of formal nursing schools, registration requirements, postgraduate education and the eventual transfer of nursing education into the tertiary sector.

The presentation also emphasised recurring health crises and infrastructure challenges. Epidemics such as typhoid, tuberculosis, Spanish flu, polio and AIDS placed enormous strain on staff and facilities. At the same time, the hospital repeatedly faced overcrowding, deteriorating buildings, poor sanitation, lack of space and delays in redevelopment. Norris used these examples to show that the hospital's history is marked by continuous adaptation in response to public health needs, medical advances and community expectations.

Norris illustrated the story through memorable individuals and events, including early hospital doctors, matrons, wartime nurses, educators and leaders such as Florence Abbott, Elizabeth Thor, Jean Miles Walker, Adelaide Glass, Jean Moore and others. She also connected changes in buildings, uniforms, wards, theatres, maternity services, intensive care, neonatal care and emergency services to wider changes in medicine, technology and society.

Overall, the presentation showed the Royal Hobart Hospital as a place of continuity and change. While buildings, treatments, education and professional standards have transformed dramatically, the core work of nursing—caring with skill, compassion, resilience and adaptability—has remained central.

The presentation concluded by recognising the 150-year legacy of trained nursing at the hospital and the thousands of nurses who have contributed to its history.

MOTOR LAUNCH EGERIA



A highlight in 2007 for the Motor Yacht Club of Tasmania was the handing over of the ML Egeria from TasPorts. This treasured piece of Tasmanian maritime history, popularly known as the Governor's launch was gifted to the MYCT because the boat was underutilized and costly to maintain.

Egeria was built on 1941 for the Marine Board of Hobart and launched at 3pm on 20th October 1941 by the wife of the Marine Board Warden, Mrs. L.F. Piesse. She is a Thornicroft design, 62 feet in length with a beam of 13 feet 4 inches and draws 4 foot inches. Stringers are Stringy Bark whilst the planking is Huon Pine. She was powered by Thorneycroft Diesels.

Soon after launching and as it was wartime the US Army entered into negotiations to purchase the vessel for service in the Islands but the Royal Australian Navy requisitioned her for harbour patrol duties on the Derwent. She was renamed HMAS Tasma and served with the RAN until returned to the Marine Board in 1944. She has been reengined twice since then and remained with the Marine Board and subsequently TasPorts until 2007.

Since her transfer to MYCT she has received a new deck, had the hull re-splined and been completely re-wired. She is lovingly looked after by some 30 volunteers who make her available to many community groups as part of the MYCT's Community Services Program.

To offset the maintenance costs, she is also available for charter for weddings, birthdays, spreading of ashes and other formal events. She is still deemed to be the Governor's Launch and is used by Governor to open events like the Sailing Season and the Australian Wooden Boat Festival. In the 25/26 season Egeria will have undertaken nearly 100 trips and carried nearly 2000 passengers.

The name Egeria relates to a nymph attributed a legendary role in the early history of Rome as a divine consort and counsellor of Numa Pompilius, the second king of Rome (714 – 672 BC), to whom she imparted laws and rituals pertaining to ancient Roman religion. Her name has become an eponym for a female advisor or counsellor.

LINDISFARNE HISTORICAL SNIPPETS

Continued

by ROSS BUTLER

Sourced from Audrey Hudspeth's, "Outline History of the Development of Lindisfarne."

Between the First and Second World Wars, Hudspeth says, that change occurred slowly with "the whole area retaining a rural aspect" marked by many apricot orchards.

My first clear memories as a child born in 1943 of the Lindisfarne village were the draper's shop, previously the Lindisfarne Ferry Company's Store, later turned into a picture theatre, and the nearby cottage used for many years as the Post Office, and Fisher's Butchery (now a pharmacy). I was fascinated by the huge block of wood on which meat was chopped and the sawdust on the floor of the butchery.

Hobartians still came to Lindisfarne for holidays staying in cottages in the original grid of streets and in the bush. About this time St Cuthbert's Catholic school was established opposite the Lindisfarne (North) Primary School between Rowitta Rd and Risdon Road (now the East Derwent Highway).

Increasing numbers of motor cars used the Risdon Punt or the convict-built Bridgewater crossing to cross the Derwent.

For years the possibility of bridging the Derwent had been seriously discussed, Hudspeth says, with, in 1901, a link from Cornelian Bay to Geilston Bay being suggested.

Eventually the construction of the bridge became a private venture preceded by land speculation to capitalise on the expected benefits. A major example was the winding up in 1936 of the Rosny Estates and Ferry Company with its land in Rose Bay and elsewhere sold.

The Hobart Bridge Company was granted the sole right of transport across the Derwent. The bridge was built and officially opened on 22nd December 1943. Users were required to pay a toll until 1949.

The pontoon, or "floating," design was developed by Allan Knight, a young engineer and member of a Lindisfarne family. The official opening was delayed for two months after the completion of construction for the building of a breakwater to provide added protection after a severe storm caused some alarm.

In 1944 the State government purchased all the assets of the Hobart Bridge Company.

Many are the memories of Eastern Shore residents of times up to the 1965 opening of the present bridge of the pontoons swaying in windy weather and delays caused by the span being raised to allow river traffic to pass.

"The bridge was up, Sir" was a convenient excuse for late arrival at Western Shore high schools, whether true or not!

**You can contact us at the Lindisfarne
Historical Society:**

EMAIL: lindisfarne.history@gmail.com

LINDISFARNE VILLAGE CHANGES

For about 20 years Joan Allingham had a shop in Lincoln St that sold ladies clothing, wool, haberdashery etc. When she retired the shop was taken over by two ladies, Sally FitzPatrick and Lyn Brumby, who named the shop Sally-Lyn's. They ran the shop for 18 years before passing it on to Michelle Palmer who has run the shop for the past 13 years. Many a local lady, and many from further afield, have enjoyed shopping at Sally-Lyn's and will sadly miss the range of clothes to be found and the opportunity to shop "in the village".

The Lindisfarne Mower Shop was built in the 1970's by Wesley Houk, who ran a carpet business on the premises for some years.

When he ceased trading the Lindisfarne Mower Shop took over the premises and served the needs of garden lovers until the business sadly closed down earlier this year.

These two businesses will be sadly missed by many in the neighbourhood, but no doubt new businesses will take their place and serve our community in different ways.



The former Eastern Shore Mowers & Cycles shop on Lincoln Street (Image: Google Maps)

Remainaing Society Meetings for 2026

Monday August 31st @ 2pm

Monday September 28th @ 2pm

Monday October 26th @ 2pm

Monday November 30th @ 2pm

All meetings to be held at the **Lindisfarne Community Activities Centre (LCAC),
37a Lincoln St. Lindisfarne**, unless stated otherwise.

All are welcome to attend and afternoon tea will be provided.

AUGUST MEETING

GUEST SPEAKER: John Stephenson

John is Curator of Beatties Digital Studio Collection, which dates back to the 1840's. John Watt Beattie made an incredible contribution, not just to photography, but also to Tasmanian Tourism and History.

WHEN: Monday 31st August @ 2pm

WHERE: Lindisfarne Community Activities Centre, 37a Lincoln St. Lindisfarne

Remember all are welcome and afterwards afternoon tea will be available.

For enquiries email lindisfarne.history@gmail.com or phone Susan on 0418 289 732

Lindisfarne Historical Society Inc.

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Treasurer: Lyn Winters (PH: 0402 063 179)

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Newsletter/Publishing Sub-Committee: Rebecca Johnson & Penny O'Brien

Facebook Administrator: Fran Read



This Newsletter was kindly
printed by the office of
Julie Collins M.P.

