

Australian Capital Territory

Public Place Names (Red Hill) Determination 2017

Disallowable instrument DI2017–259

made under the

Public Place Names Act 1989, s 3 (Minister to determine names)

1 Name of instrument

This instrument is the *Public Place Names (Red Hill) Determination 2017*.

2 Commencement

This instrument commences on the day after its notification day.

3 Determination of Place Names

I determine the place names as indicated in the schedule.

Ben Ponton
Delegate of the Minister
23 October 2017

SCHEDULE
(See section 3)

Division of Red Hill – Ships and explorers

The location of the public places with the following names is indicated on the associated diagram.

NAME	ORIGIN	SIGNIFICANCE
Aviemore Lane	The Aviemore	Clipper; wooden ship The Aviemore was built in 1870 by W. Hood and Company for the Aberdeen White Star Line for employ in its “line of Australian packets” under the command of Captain T.B Ayling. Launched in August 1870, she was the last wooden vessel built for the company. The Aviemore traded on a regular schedule between London and Australian ports. In October 1871 the ship’s cargo to Sydney included the English thoroughbred stallion ‘Tim Whiffler’, three young thoroughbred horses and two shorthorn bulls. In July 1874 the cargo from Australia to England comprised 8562 cases of meat, 2424 bales of wool, slabs of tin, bales of leather, cases of wine, logs of timber and pearl shell. In January 1875 the Aviemore arrived in Sydney from London after a “capital passage of 81 days, pilot to pilot”. From 1886 she sailed under Captain M. Breach. In 1887, Breach took her out to Sydney in 87 days and back to England in 84 days. She was sold in 1889 to Norwegian owners.

Cimba Lane The Cimba Clipper; iron ship

The Cimba was built in 1878 by W. Hood and Company of Aberdeen for A. Nicol and Company. Employed in the Australian wool trade, she sailed between London and Sydney over a period of 20 years from 1878-98. Her first commander, Captain Fimister, served until 1895, followed by Captain Holmes. In 1889-90 the Cimba sailed from Sydney to London in 75 days, the best passage for the season. 'The Daily Telegraph' published an account of the Cimba on 12 October 1891, "The well-known Aberdeen clipper has just returned to the Circular Quay from Mort's Dock, having been cleaned and painted to insure a fast run home ... for the January wool sales". The ship cleared Sydney Heads on 24 October 1891 with a cargo of over 5000 bales of wool and arrived in London after a passage of 82 days to deliver the first wool from Sydney for the January sales.

Cutty Sark Lane The Cutty Sark Clipper; composite ship

Cutty Sark was built in 1869 for the Jock Willis Shipping Line in London. Launched in 1870, she was designed for the China tea trade and had a famous rivalry with the clipper Thermopylae. The vessels raced head to head for the first time in 1872 from Shanghai to London. Closely matched into the Indian Ocean Cutty Sark's rudder gave way in heavy seas and she arrived in London after her rival. In the following years the tea trade was dominated by steam ships and the Cutty Sark moved to carrying different cargoes around the world including Australian mail from Calcutta to Melbourne and coal from NSW. She dominated the lucrative wool trade between Australia and the United Kingdom (UK) through 1885-95 under master Richard Woodget. In 1885 she sailed from England to Sydney in 77 days, and returned to the UK in a record 73 days. Under Woodget the Cutty Sark established herself as the 'last chance' ship to make the January wool sales in England. The historic Cutty Sark has been conserved and is on display at the National Maritime Museum Greenwich, UK.

Lady Nelson Park HMS Lady Nelson British expedition survey vessel

Launched in 1799, the Lady Nelson was designed for close-to-shore exploratory work. Commissioned for exploration services in the Colony of New South Wales, she left Portsmouth in March 1800 to reach Sydney via Bass Strait in December 1800. The vessel was commanded by Lieutenant James Grant, from 1800-01, to chart islands in Bass Strait and the eastern coast of Victoria, and by Acting Lieutenant John Murray, from 1801-03. In 1802 she was the first ship in the British expedition to enter and survey the bay later named Port Phillip.

Thermopylae Lane The Thermopylae Clipper; composite ship

Launched in 1868, Thermopylae was one of a series of vessels built by Walter Hood and Company for the Aberdeen White Star Line. Renowned for her speed and graceful lines, the vessel served in the English-Chinese tea trade during 1869-82 and in the late 19th century was one of the fastest ships engaged in the wool trade between England and Australia. In 1869 she completed her maiden voyage from Gravesend to Melbourne in a record 63 days, or 60 days from pilot to pilot. Thermopylae had a famous rivalry with the Cutty Sark, spurred on by the revenue and prestige awarded to the first ship to bring back the tea harvest each season. The vessels raced in 1872 from Shanghai to London with the Thermopylae arriving first in 115 days. The rivalry with Cutty Sark continued in Australia with the Thermopylae trading generally to Melbourne and Cutty Sark to Sydney. Although smaller than their iron rivals the two vessels were dominant until steamships entered the Australian trade.

**Walter Hood
Lane**

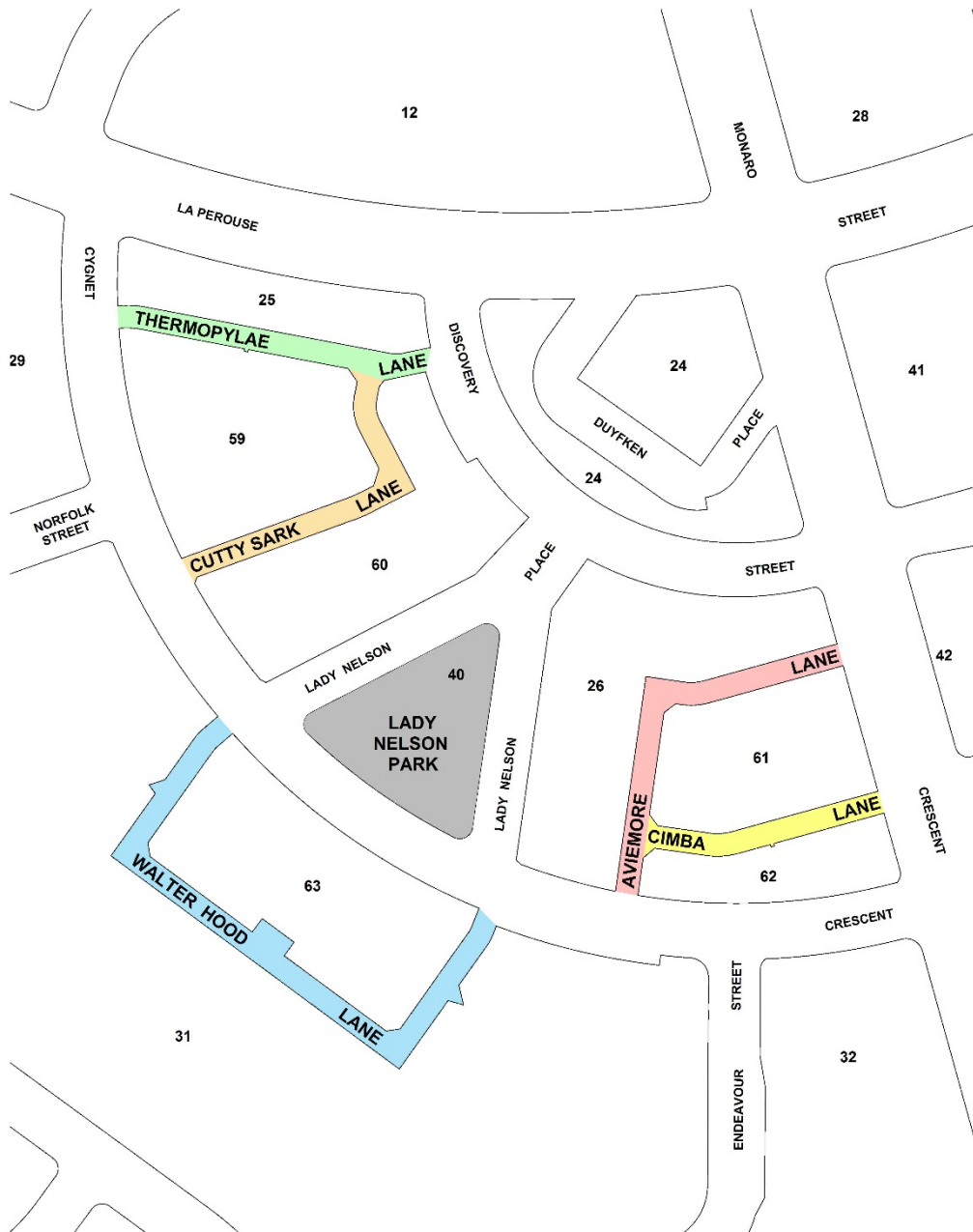
The Walter Hood

Clipper; wooden ship

The Walter Hood was built for the Aberdeen White Star Line. Launched in 1852, the ship was designed for fast sailing, sea comfort, carriage of large freight and passenger accommodation. The Walter Hood was a regular trader between London and Sydney over a period of 17 years. In 1853, on the vessel's maiden voyage to Sydney, she made the passage out to Australia in 80 days under the command of Captain Sproat. In January 1870 the Walter Hood left London under the command of Captain Latto with three passengers, 32 crew and general cargo bound for Sydney. In April, the vessel encountered a heavy storm up the eastern coast of Australia stripping her sails. After several days the Walter Hood was wrecked near Jervis Bay lighthouse. The captain and eleven others did not survive. The wrecking of the well-known vessel had a considerable impact on the colony. Flags were flown at half mast in Port Jackson and funds were raised to help the survivors. The Walter Hood is a gazetted historic shipwreck under the Commonwealth *Historic Shipwrecks Act 1976*.



Schedule
(see section 3)



DIVISION OF RED HILL
Diagram