

The BULLETIN

CARTELA RESTORATION PROJECT

www.steamshipcartela.com.au

Monday, July 09, 2012

UPDATE #3

OVERVIEW I know it has been a while since the last update, and to be truthful there is little in the way of hard news to provide you with. We have been making progress but more in an incremental way. Evolution not Revolution. We have developed some of our planning models to adapt to an opportunity that presented and there are details of that below.

LOCATION, LOCATION, LOCATION. The three things that really matter most in the development of a firm plan to restore Cartela. Finding a waterside location in which you can haul a 300 tonne, 37 meter, fragile wooden heritage artifact onto a hard surface to work on are few and far between here in Hobart. We have planning in place to consider four basic options,

1. An existing commercial site. Paying full commercial rates. But this means tying up such a facility for an extended period. In the process denying access to other vessels that may need urgent repairs.
2. A floating barge that can be sunk, Cartela positioned over it, and then raised lifting Cartela clear and providing a platform for the repairs. This will be expensive to purchase, but allows Cartela to be kept visible and mobile for the duration of her period out of the water. This option increases the number of possible riverside bases since we will need less space on shore.
3. Renovating an unused existing slipway. Do I hear anyone recommending her birth place Purdon and Featherstone's slip in Battery Point? Now a public park near the public jetty. There are others, but few and far between.
4. A 'green fields' site. Finding a spot adjacent to the water where Cartela can be drawn ashore and new facilities can be created to house the various workshops needed to complete the job. Then possibly demolished 4 years later as Cartela is relaunched.

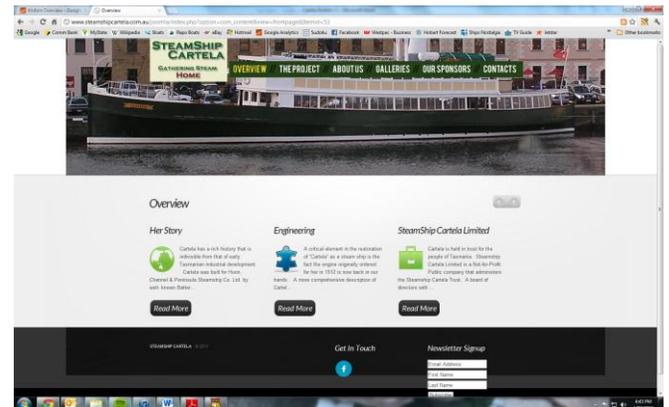
All of these options involve their own difficulties and obstacles. Not to say impact on the funding.

THE CREW First and foremost I would like to welcome Jude Franks to the board of Steamship Cartela. Jude is the principle of Jude Franks Consulting, providing international marketing advice specialising in tourism. She is a long time member of the Port Arthur Heritage site board, and has just returned to Tasmania from Indonesia.

The previous Bulletin announced that David Nash agreed to provide a Shipwrights report on how the restoration should be managed. David has finalized his report, and in it, has allowed for various paths to the desired outcome. David leaves us reassured that the restoration project is realistic and achievable.

We sought a naval architect to prepare a study to confirm that Cartela would still meet current and future stability and fire safety requirements and so would be capable of being licensed once the restoration was complete. None could claim any higher recommendation than Alan Muir. Alan, who lives in Lilydale in northern Tasmania, is a man who has designed it all from massive mega toys for the rich and loaded, to rugged freight, fishing and marine farming vessels. Alan has now also completed that report confirming that Cartela will be fit for her intended use once spick and span and breathing steam again.

WEB SITE



The new website is now active. If I do say so myself, it is

looking great. Go to www.steamshipcartela.com.au and cruise around. It has loads of detail on Cartela herself, including a photo gallery that has images of all periods of her long life. I have been immersed in the history of Cartela for just on a year now and am still finding the slight visual changes she has undergone in over 100 years challenging. As a challenge to you, see how many differences you can find between the "Maiden voyage" image and present day, some are easy, some not so. To start you off there are three different locations for the mast on the foredeck alone. There is also a section on Steam engines 'back to basics' for those of us born after 1950, a Cartela potted history, and the details of how the new Not-for-Profit has been established and those involved. And of course an outline of the objectives we are striving for.

RAMINEA SLIPWAY The issue that our collective minds are focusing on most at the moment is the choice of a base from which to undertake the restoration.

A few weeks ago we were made aware there is a site in southern Tasmania that may have a number of advantages for us should we choose to base ourselves there. This site is just south of Dover on the banks of the Esperance River. It

was built as a ship building yard and already contains a large capacity slipway and a shed nearly as long as Cartela. In a number of ways it is a tempting prospect, despite having no money at present to make an offer on it. Our original plan was that Cartela needed to be based in a highly visible location. By doing so it would be possible to weave Cartela's restoration into the daily life of Tasmanians going about their lives. In this way they could be encouraged to participate in and contribute to, the restoration effort. Located in Dover there is the possibility she may be forgotten by some in the 4 years restoration will take. Offset against this is the opportunity to ramp up the social benefit aspects of the project, allowing us to emphasise the scope for building new capacity and skills in an area that is under greater strain at present.

STOP PRESS (I always wanted to say that!)

We have just heard that the Australian Tax Office has granted us Tax Concession Charity status. This means the income into the Trust fund will be tax exempt. We are still waiting for advice on Deductible Gift Recipient status. This will allow donors to the Trust to receive a tax benefit for making a donation. Once this is conferred we will begin a fund raising program.

Ross James

(Project Manager)



GATHERING STEAM