

The BULLETIN

CARTELA RESTORATION PROJECT

www.steamshipcartela.com.au

UPDATE #5

Thursday, January 31, 2013

OVERVIEW We are rapidly approaching the time of handover from the current commercial owners to the SteamShip Cartela Trust. Although the actual date is still to be settled, I am still tipping it will be around the end of February. At that time SteamShip Cartela Trust will become responsible for all costs associated with maintaining Cartela. A daunting thought given we have still not received any assurance of governmental support. I hope in the following paragraphs to make the emotional and practical cases for Cartela's preservation.

IS CARTELA AUSTRALIA'S OLDEST NAVY VESSEL?

The answer is no, but it is a close fought thing. Only 20 months after her maiden voyage in 1913, Cartela was acquired by the fledgling Royal Australian Navy and pressed into service as a patrol and inspection vessel at the mouth of the Derwent River. World War one had broken out and steps needed to be taken to ensure the security of Australia's southern-most port. With a few minor modifications, such as the installation of a semaphore mast on the foredeck, removal of the cargo derrick, and installation of a horizontal flag yard, Cartela served and was returned to her owners in August 1916 once the war effort had strengthened.

I mention this as I feel it will become of greater importance as Australia approaches a time of reflection in the lead up to the centenary of the outbreak of this conflict. Australia is said to have owed so much of its current identity to that conflict. The generation of the ANZAC spirit we still strongly identify with was born of that time.

I am endeavoring to find out how many other vessels that served in the Royal Australian Navy during that conflict, are still in service if any. Let alone in public hands. Some readers of this may remember the fishing boat Ena as she was called while here in Hobart. Now restored as Aurora, she is a beautiful, private, luxury steam yacht on Sydney Harbour. Though built in 1901, she was acquired by the navy in 1917 and renamed H.M.A.S. Sleuth. She was responsible for patrolling waters along Queensland's coast. Cartela beat her into service by three years. So, as with so much in history, definitions are critical. With her war service so soon after launch and the modifications so slight, any restoration to Cartela that saw her return to that time will create a living reminder and means of describing that time to current and future generations. That she will be owned by all Tasmanians and working daily has the potential to create a truly unique memorial to those who didn't return in 1918.

THE PAPERWORK However the modern paperwork warfare continues. We commissioned a revision of the Benefit Cost Analysis prepared by economists at Preferred Futures. This looked at the effect of aligning our project with the aims of the Franklin Working Waterfront Association. To recap, this group would like to acquire the Evaporator Sheds in Franklin and create a Maritime Heritage Precinct. Providing a facility to co-locate all of the necessary trades required in preserving heritage vessels. This vision would be benefited enormously by the presence of a large vessel under restoration. The skills pool required by our project would create the impetus for an

ongoing facility here that would make Franklin the natural choice for the refreshment of large heritage vessels from around Australia, and maybe even the world. In the process creating a tourism venture where Tasmania's preeminence in wooden ship building could be described to visitors. In this one place, displaying the processes and results of craftsman restorations.

The 'Executive Summary' of the benefit cost analysis I mentioned, indicated that for every dollar invested in Cartela's restoration, a net return to the state economy of \$4 was probable. For me it raises this question, "Is there a better practical justification for government assistance?"

DONATIONS AND GRANTS I mentioned in the last bulletin that we secured two Maritime Museums of Australia Project Support Schemes grants. The first enabled me to visit the Australian National Maritime Museum and Sydney Heritage Fleet to study Fleet management, Vessel restoration and volunteer management. The visit was very informative and will be of great benefit as this project develops. The second grant provides for a steam engine expert from the Sydney Heritage Fleet to visit Hobart and offer a view on the degree of wear exhibited by our Plenty & Sons

engine. This will occur later in the year as soon as funds for a strip down of the engine are obtained. We are still waiting for confirmation of Deductible Gift Recipient status from the Registrar of Cultural Organizations. It was this formality that was the impediment to our launching a public fundraising campaign. We have decided we can no longer wait and will have a 'Soft' fund raising launch during the Wooden Boat Festival.

AUSTRALIAN WOODEN BOAT FESTIVAL Cartela will be one of ten feature vessels in next week's Australian Wooden Boat Festival. She will participate in the 'Parade of Sail' on Friday and tickets are now available if you would like to join her. Details at www.navigators.net.au or phone 6223 1914.

Cartela will be on display at her regular berth in Brooke Street Pier come and visit her and buy a bumper sticker and become one of her first financial supporters.

WEBSITE In the last month we received our first visitors from Canada and Brazil, welcome to you if you also signed up for this newsletter and I hope you continue to find information that interests you.

Ross James

(Project Manager)

