

## UPDATE #6

Wednesday, August 28, 2013

**OVERVIEW** "Spring is sprung. The grass is riz..." Time is marching on and Cartela is the only one of us who seems unaffected by it.

**DEDUCTIBLE GIFT RECEIPT STATUS.** Having applied for this back in March 2012 we have just been advised that from July 2013 anyone who donates money to the Cartela restoration fund can claim a tax deduction. This is very positive news for us, as it now allows us to go campaigning with cap in hand. Of course to anyone who had donated before, I sincerely thank you, but now you can get some of it back from the ATO, how about reaching into the pocket again.

And those who haven't made a contribution yet... I would love to hear from you. You can contact me at [ross@navigator.net.au](mailto:ross@navigator.net.au) or call me on 0408 305 750. For our overseas followers... we can accept any currency.

**ON THE MONEY** The really big news is that we secured a T-QUAL grant from the federal department of Resources Energy and Tourism. These grants are aimed at projects improving the tourism infrastructure. A grant of \$82,500 was provided as a 'matched' grant. With a matched



Figure 3 Plenty engine in Saunders and Ward workshop

grant it is a requirement that the recipient provides one dollar for every dollar of grant. This places a large emphasis on the ability to



Figure 1 Intermediate Pressure valve assembly

raise money from other sources. This money has allowed us to start work on the engine restoration. The Plenty and Sons steam engine was moved inside Saunders and Wards large Kingston workshop at the end of June, and already a large amount of work has gone into disassembling this

monster. I am very happy to report that the internal condition is very much better than might have been the case. It was only after disassembly began that we learned that the engine had been in operation while in the care of Jim Casey at his Dover museum. The thought that the last time it



Figure 2 Spider web not believed to date from 1912

turned over was back in the 1960's left all sorts of possible problems to contemplate. So far there is no

aggressive rust in the bore, nor obviously missing or damaged components. The aim is to have an engine that is considered "zero hours" at the end of this process still means that a very large job remains ahead of us.

**A MINOR SLIP** The regular out of water inspection, maintenance and antifouling has been booked in for the 17<sup>th</sup> of October. This will take around a week to complete and I am happy to announce that TasPorts have provided the Domain slipway at a discount rate in recognition of Cartela's value to the people of Tasmania. Many thanks to TasPorts for this kind offer.



**TasPorts**



A valspar company

While on the subject of the slipping, Wattyl Paints have also offered a discount on the paint products this will consume. Cartela has used Wattyl paints for some time now and it is a relief that we can

continue to use the products that have served her so well, for so long.

**AUSTRALIAN WOODEN BOAT FESTIVAL** The tall ships will be in Hobart from the 20<sup>th</sup> of September. An impressive fleet of international ships are heading 'down under' to join Australian tall ships, primarily to help celebrate the Royal Australian Navy's 100th anniversary of the fleets arrival in Sydney Harbour.

A flotilla of these tall ships will gather in Hobart for five days, transforming Hobart's beautiful harbour into a spectacle reminiscent of yesteryear. Then they will sail in convoy to Sydney to participate in an International Fleet Review as part of the RAN's celebrations. Just one more reason to take in Hobart's waterfront, and celebrate her colourful heritage.

*Ross James*

(Project Manager)



**GATHERING STEAM**