

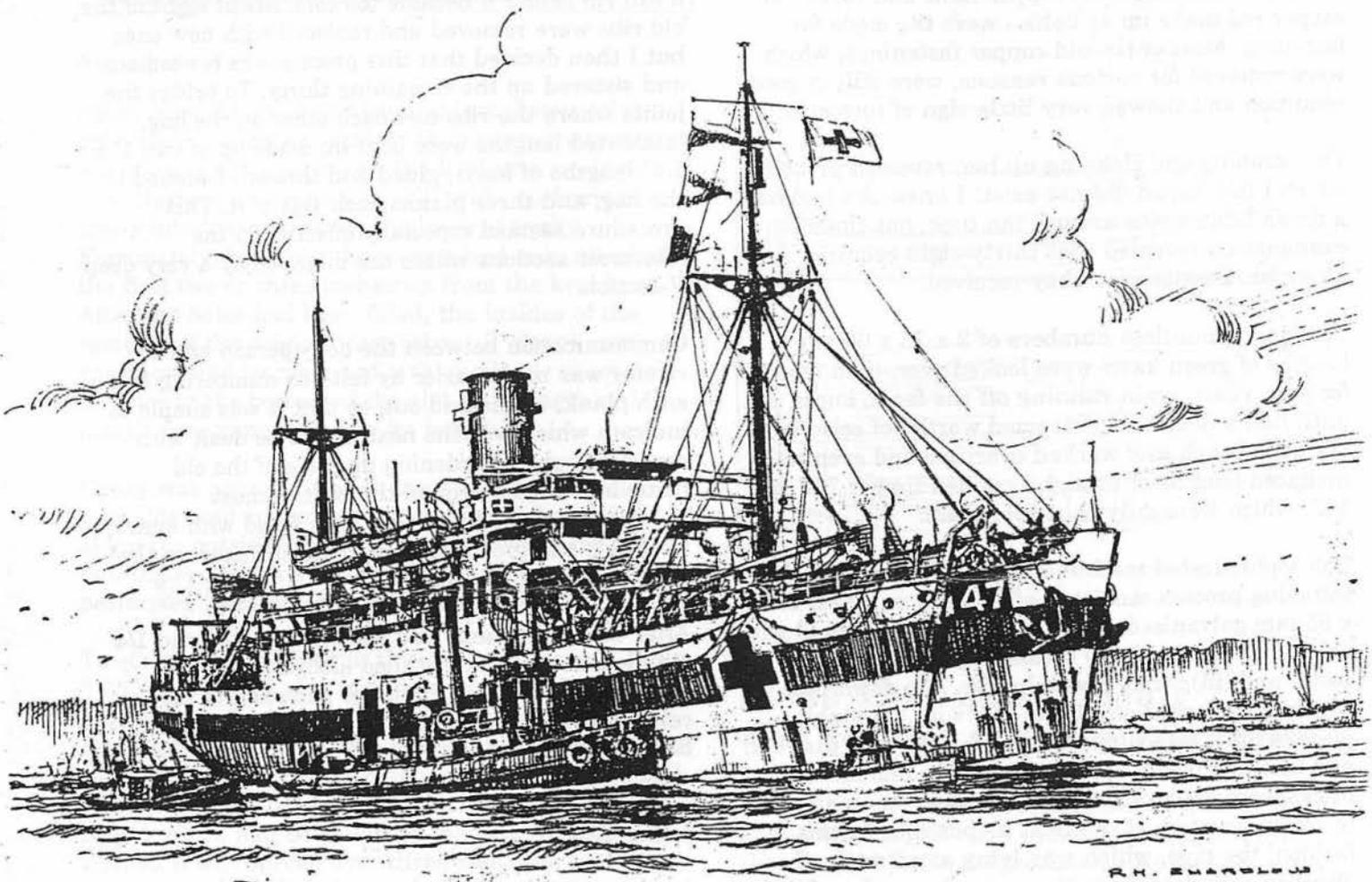
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Australian Hospital Ship CENTAUR: from an illustration by Ross Shardlow for the Australia Post 1993 commemorative issue of four stamps featuring Australian World War Two naval and maritime vessels.



ORIEL: The Restoration Saga of a Born-again Gaffer (Part Two)

by Mike Igglesden

Early 1989

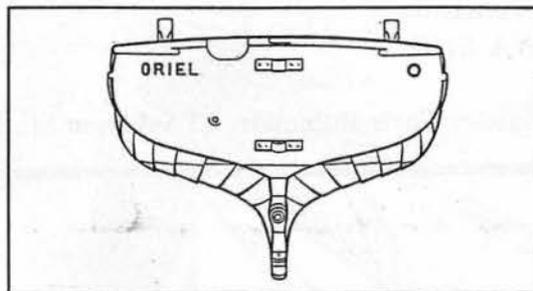
... Actually putting things back! A new fashion piece fitted inside the transom gave a better landing for the plank ends, which had started to spring away. Monel screws were used here, as they were for most of the work on the boat. Very expensive, but they will last as long as the boat - certainly see me out! I used silicon-bronze fastenings in some areas above the waterline, and always bedded everything down in good old red lead paint. Wherever possible, and in order to through-fasten, copper nails and roves - or copper rod made up as bolts - were the mode for fastening. Most of the old copper fastenings, which were removed for various reasons, were still in good condition and showed very little sign of corrosion.

The scraping and cleaning up had revealed problems which I had hoped did not exist! I knew she had half a dozen broken ribs around the tuck, but closer examination revealed that thirty-eight required attention. So attention they received.

Seemingly countless numbers of 2 x 75 x 60 mm lengths of green karri were looked over, then rejected for gum veins, grain running off the faces, knots, etc., until half a dozen were deemed worthy of selection. My little bench saw worked overtime and eventually produced lengths of straight-grained timber 7/8" x 1/2", which were duly bent into place.

The sophisticated mechanism used for the wood softening process consisted of (i) a 2.5 m length of 75 x 65 mm galvanised down pipe, wrapped around with old carpet underlay; (ii) a camping two-ring gas stove, and (iii), nine house bricks. The down pipe, which was blocked off at one end with a suitable piece of pine, was supported by the stove on that end and by three bricks on the other. The remaining bricks were deployed around the stove in an attempt to retain as much of the heat as possible. In this fashion, the pipe, which was lying at an angle of about twenty degrees to the ground, was then filled with hot water from the domestic system. The burners on the stove were then lit and in ten minutes the water was boiling.

Ribs were then slid in two at a time and boiled for twenty minutes. It was only practical to bend in half-ribs as the thwart risers made it impossible to place



a full rib before it became too cold. About eight of the old ribs were removed and replaced with new ones but I then decided that this process was too tedious and sistered up the remaining thirty. To bridge the joints where the ribs met each other on the hog, laminated lengths were bent in, made up of two 1" x 1/4" lengths of karri, glued and through-fastened to the hog, and three planks each side of it. This procedure seemed especially effective in the aftermost sections where the bilges enjoy a very deep V-section.

Communication between the dolly person and the riveter was made easier by felt-pen numbering of each plank, inside and out, so that it was simple to indicate which was the next nail to be dealt with - especially when hardening up some of the old fastenings dotted around the boat. Almost unbelievably, she had never been fitted with quarter knees, so two grown sheoak knees stiffened up that end of the boat considerably.

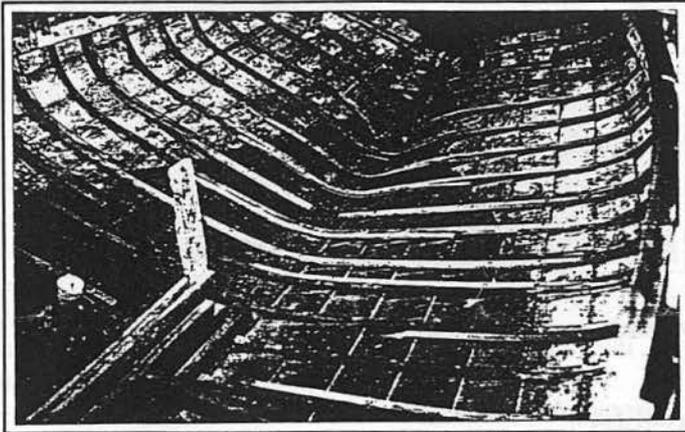
After the deck beams had been re-fastened and 1/4" stainless steel bolts installed alongside the sidedeckbeams to tie the inner gunwales to the carlins, she was beginning to feel what I hoped was her old self again.

Late 1989

Looking through the scrap book into which I scribbled ideas during flashes of inspiration (no matter what time of day or night!) I note that the big bogeyman of the project warranted six quite detailed sketches of ideas on how to restore the centre plate case, which had, of necessity, been largely removed in order to withdraw the badly corroded centre plate. I ended up not using any of



them. Suffice to say that, as with most things in life once tackled, the problems were soon ironed out and - so far - the boat has been blessed with a non-leaking centre plate case.

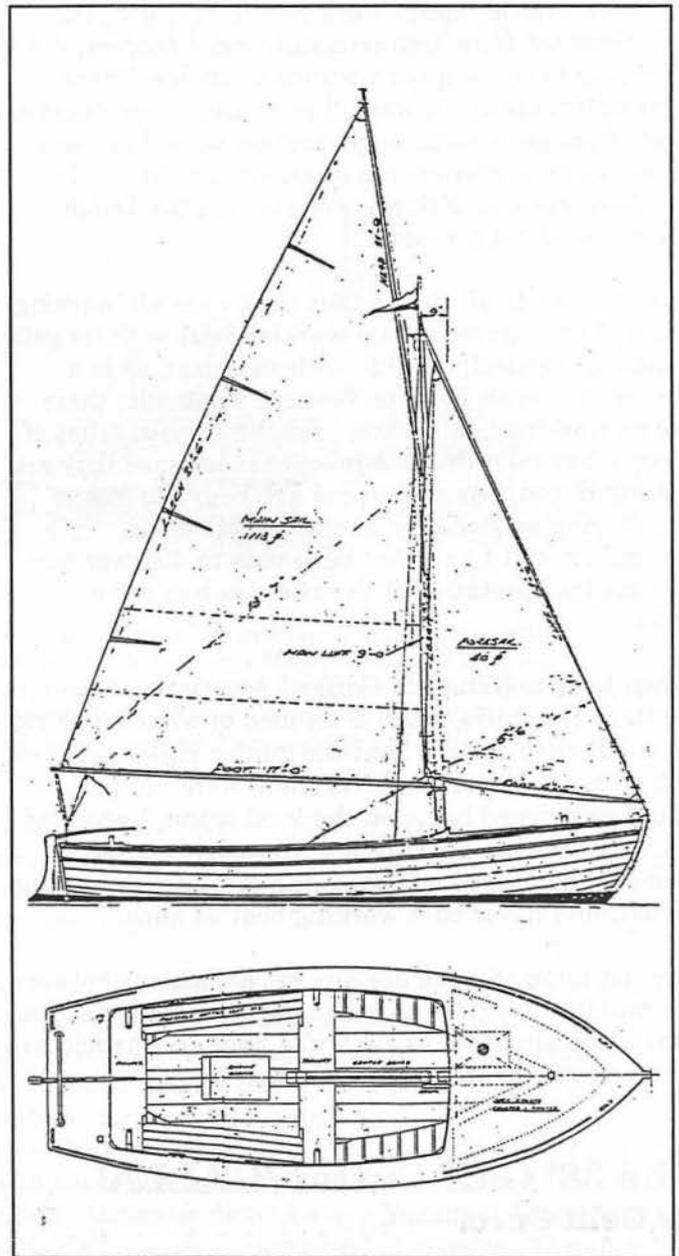


Newly steamed ribs in situ.

Apart from the construction and installation of the case itself, the other problem in that area was that worm had been feasting on the keel area up in the slot. Nasty. The slot is only 1/2" wide, so forcing epoxy into these unwanted holes was tricky. Fortunately, however, the worms had only attacked the first two or three inches up from the keel band. After the holes had been filled, the insides of the remains of the original case (about 9" deep) were epoxy-covered by means of a thick plastic sheet held in place at the bottom of the slot by a length of 1/2" plastic hose running along its length.

Epoxy was poured between the sheet and the old case side, and spread by means of a stick passed along the outside of the sheet, so pressing the sheet - and the epoxy - into the wood. This operation was performed twice on each side. Good sticky fun.

To strengthen the keel in this area, one length of 7' x 3.25" x 1.25" teak was bolted, screwed and Sikaflexed into place each side. To discourage movement of the centre plate case, a bronze bracket was made up and welded to a sturdy bronze fitting on the forward end of the case. The bracket was then bolted to a floor bearer which had been earlier made up so that any load on it was spread over three ribs. The centre thwart supports the after end of the case ...



A Thornycroft Auxiliary Knockabout

Some Thoughts on Gaff and Gunter Rigs by Barry Hicks

There still seems to be some controversy as to the definition of a gaff rig. I think I am right in saying that the Old Gaffers' Association was founded in England to cater for the growing number of working vessels that were being bought for cruising and for the sheer joy of sailing a big, heavy-displacement vessel. These vessels included bawleys (fishing vessels), Baltic schooners and ketches, Dutch botters, and various other types of fishing boats, longshore boats and pilot boat.



All these working boats were gaff rigged, with the gaff being set from approximately sixty degrees, according to the skipper's whims or choice. There were no set plans - it was all pure know-how, handed down from generation to generation with, here and there, some improvements or otherwise thrown in. All these vessels, with the exception of the Dutch botter, could set a topsail.

Now the key to all this is that they were all 'working boats'. I have never seen a working boat with its gaff pulled up vertically in line with the mast, as is a gunter rig's spar. Here in Western Australia, there are no working boats, except for the various types of lugger. But even this is a misnomer because they are not lug-rigged, but gaff-rigged ketches. The lugger rig, dipping or standing, is quite another rig altogether, and I have not been able to discover how this misinterpretation of the two rigs has come about.

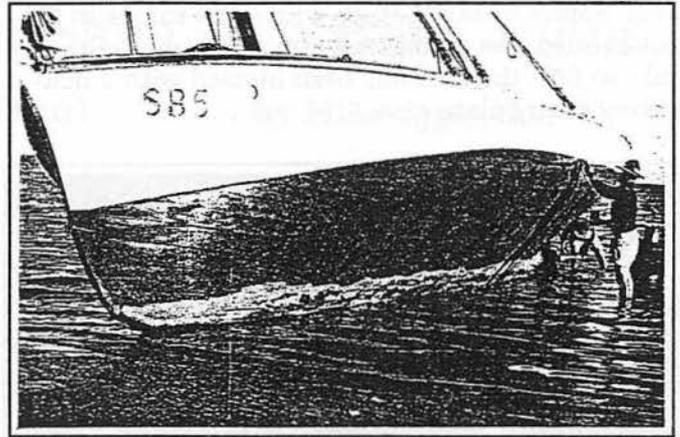
When I started The Old Gaffers' Association in Western Australia, I had a set idea of what a gaff rig was. But then I found that the gunter rigs wanted to belong to the Association. As there were not too many gaff-rigged boats on the local scene, I accepted this extension as a fact of life! However, gunter rig was only developed on the racing or pleasure boating scenes, and never on a working boat as such.

I do not know if there are any set definitions between the two that would satisfy the purists among us, but that is the situation as I see it. I hope this article has thrown some light on the subject.

The 38' Gaff Cutter 'GALLA' by Galli Curci

The following details are from the book 'Shark Bay Days', written by G W (Mick) Fry who, at my request, supplied additional details for which he has been thanked. The photographs in this article are also from the book.

In the Shark Bay area, GALLA worked as a dredge pearler and fishing craft, the local folk fondly referring to her as "the GALLA". Max Hoult named her after a famous singer - a great favourite of the family - Amelita Galli-Curci, an Italian operatic soprano. (*The singer was born in Milan in 1889, and made her operatic debut in 1909, in Rome. She went on to sing in New York, London and such countries as South America.*)



Cleaning and painting GALLA in Shark Bay

GALLA:

- 1929 Built in Perth waters by T Rann, for Max Hoult: length 38', beam 12', draft 3.5'.
- 1933 October 16, sold to Mick and Jack Fry for 650 pounds.
- 1943 Mid-war years: General Blamey taken fishing (June 5/6/7)
- 1944 General Kristy and G Bennet also taken fishing.
- 1949 Mick Fry became sole owner.
- 1954 Vessel re-timbered by Austin North, of Geraldton, as well as by Mick fry. Task took 3.5 months. Very professional results.
- 1964 Good fishing year: landed 94 000 lbs of whiting, 27 000 lbs mullett, tailor and bream.
- 1969 May 16: sold to T Fowler for \$5 000; boat taken to Fremantle in July, then on to Safety Bay.
- 1982 Bought by Paul Coote, who restored her extensively.

GALLA's engines:

- | | |
|---------|--------------|
| 1929/33 | Kelvin, 15hp |
| 1954 | Lister, 30hp |
| 1962 | GM, 80hp |
| Present | Yanmar, 30hp |

Construction:

jarrah planks; karri ribs; oregon deck beams; plywood decks.



The Australian Hospital Ship CENTAUR

by Ross Shardlow

May 14th 1993 marks the 50th anniversary of the torpedoing of the Australian hospital ship CENTAUR off the Queensland coast. CENTAUR was on her second voyage as a hospital ship, sailing to New Guinea to pick up sick and wounded. In the early hours of May 14th, 23 miles off Stradbroke Island, she was struck by a single torpedo fired from a Japanese submarine and, within three minutes, had slid beneath the surface of the sea. Of the 332 people aboard, only 64 survived.

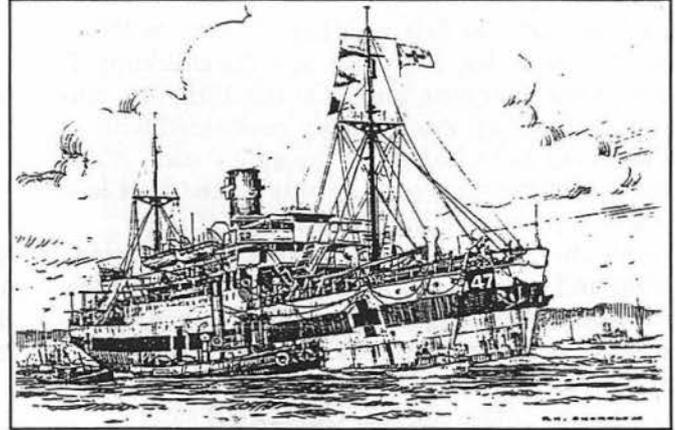
The 3066-ton CENTAUR was the first Blue Funnel Line ship built specially to carry passengers, livestock and cargo on the Fremantle-Java-Singapore run. She was designed with a strengthened flat bottom to service the ports of the north-west of Western Australia. Though diesel powered, a tall blue funnel - distinctive of the Line - rose from her deck. CENTAUR arrived in Fremantle Harbour in 1924 and soon embarked on the first of the many voyages she would make in the years she plied the W.A. north coast, until the end of 1942. Ironically, one of the dramas she was involved in during these years was the rescue of a Japanese whale-chaser in 1938. CENTAUR towed the stricken vessel from the dangerous Abrolhos waters, to Geraldton.

In 1939, when war broke out, CENTAUR continued her work under the Red Ensign of the British Merchant Navy.

On November 26th, 1941, one week after the tragic battle off the Western Australian coast between the Australian cruiser SYDNEY and the German raider KORMORAN, CENTAUR sailed into the battle zone to look for survivors. Two flares attracted the ship's attention. On investigation, they found one of KORMORAN's lifeboats - aboard were the captain and sixty-one of his crew. With the safety of his own crew and passengers foremost in his mind, CENTAUR's master, Captain Dark, took only nine injured Germans aboard, preferring to tow the remaining men to Carnarvon. Part way through the sixteen hour journey, KORMORAN's lifeboat was swamped. Captain Dark therefore had to replace it with two of CENTAUR's boats.

Six hundred and forty-five men had perished with SYDNEY; three hundred and nineteen men of about four hundred survived from KORMORAN.

When Japan entered the war in 1941 and fighting



Cover illustration: Australian Hospital Ship CENTAUR: 3066grt. Built by Scott's Shipbuilding & Engineering Co. Ltd., Greenock, Scotland, for Ocean Steam Ship Co. Ltd., of Liverpool (Alfred Holt's Blue Funnel Line). Registered in Liverpool. Crew: 68. Burmeister & Wain diesel engine, 355 nhp; 315.7' x 48.2' x 21.5'.

began in New Guinea, CENTAUR was pressed into service for the Australian Government, mainly on the short haul Sydney-New Guinea run, carrying military supplies.

At this time, Australia had three large hospital ships designed for long voyages to the Middle East. However, none were capable of negotiating shallow waters and hastily constructed ports, nor were they suitable for work in tropical conditions. When the New Guinea campaign began, a small hospital ship with these characteristics was urgently needed. Again, Australia didn't have a Merchant Navy ship suitable for such a specialised conversion. Therefore, in January, 1943, the British Ministry of Shipping offered the smaller CENTAUR.

CENTAUR's conversion was carried out at Williamstown, Melbourne. The original budget of £20,000 blew out to £55,000, but the ship was ideally equipped for her new role. She now carried the distinctive livery of a hospital ship - red crosses emblazoned on a green stripe around her white hull, as well as on her superstructure and now buff-coloured funnel. At night she would be brilliantly lit from stem to stern, with the red crosses brightly illuminated.

She left Sydney on her second voyage as a hospital ship on the 12th May, 1943, under the command of Captain G A Murray, of Nedlands, W A.



On board were 75 crew, 8 Army officers, 12 Army nurses, 45 other Army ranks assigned to CENTAUR, and 192 personnel of the 2nd/12th Army Field Ambulance Unit and attached personnel.

As she sailed north in fine weather en-route to New Guinea, lifeboat drills, fire drills and the checking of equipment kept everyone busy. On the 13th, Matron S A Jewell's birthday was fittingly celebrated with a special birthday cake baked by the galley staff. At 4:10 am next morning, everyone was woken by a loud explosion and people yelling in the dark of the blacked-out ship. A torpedo had struck the port side of the ship and ignited the bunkers under the bridge. Maurice Cairnie (*who now lives in East Fremantle*) jumped into the sea and luckily was able to grab hold of a hatch cover. He could hear cries for help in the dark, mainly from the nurses. CENTAUR sank within three minutes, going down bow first and in one piece. There was no time to launch the lifeboats nor any other life-preserving gear. She was only 40 miles from Brisbane when she went down.

At 5:00 am, Maurice Cairnie, alone and floating on a hatch cover, heard the diesel engines of a submarine and could make out its shape in the dim daylight.

First light revealed a scene of devastation and desperation. Survivors and debris were scattered widely over the shark-infested waters. Planes were heard and sighted by the despairing survivors but neither they nor the wreckage was spotted.

Early the following morning, Saturday the 15th, CENTAUR's cook, Mr. F Martin, also saw a submarine. It was lying quietly on the surface about 300 metres from where he too was floating on a hatch cover. He believed that he was the fortunate sole survivor of the shipwreck, but he must have felt his luck had run out when he identified the submarine. (*The submarine later described by Mr. Martin was identified as Japanese, a sister to the I-177 which sank CENTAUR. Under a new commander, the I-177 was sunk in the Pacific on 3rd October, 1944.*)

Early that morning, the US destroyer MUGFORD was escorting the Merchant Navy vessel SUSSEX out of Brisbane and clear of Australian waters. Suddenly, the Avro Anson aeroplane that was acting as lookout for the two ships dived towards the water. The crew had spotted floating debris and had also seen a flare. Returning to the destroyer, the plane signalled the message "rescue survivors in water ahead".

The destroyer proceeded cautiously, assuming that enemy submarines were likely to be lurking in the vicinity. At 2:14 pm, MUGFORD's message to Brisbane that she was picking up survivors from the CENTAUR was momentarily received with disbelief. By midnight, all 64 survivors were back on land. Of CENTAUR's medical personnel, only two had survived - Sister E Savage and Dr. L M Outridge. 268 people had perished - the greatest ever loss of life from a Merchant Navy ship in Australian waters.

(During World War II, 54 naval and merchant vessels were lost off the coast of Australia as a result of enemy action. 76 vessels were attacked or engaged by the enemy. Of these, 45 merchant ships were sunk, and 9 naval.)

References:

- ABC Radio interview with Maurice Cairnie, 16 February, 1993.
- *Vetaffairs*, October 1992.
- *No survivors: HMAS Sydney*. 50th Anniversary Commemorative Issue. West Australian Newspapers; bookshop price \$8.95.
- SMITH, A.E. *Three Minutes of Time: the Torpedoing of the Australian Hospital Ship CENTAUR*. Illustrated by W. Keats. The Lower Tweed River Historical Society, 1991. ISBN 0 646 07631 0.

(This publication provided most of the information for this article. It represents a great deal of research and contains a wealth of historical detail. The author and illustrator received no payment, and the fees, royalties and profit from the sale of the publication go to the Centaur Memorial Fund for the erection of a memorial at Point Danger. The memorial will mark the 50th year since the loss of CENTAUR on May 14, 1943.

Copies of this book are available from:

*The Secretary
The Centaur Memorial Fund
PO Box 30
Tugan QLD 4224
Price: \$12.00 (This includes postage.)*



Also available:

- GOODMAN, Rupert. *Hospital Ships: Manunda, Wanganella, Centaur, Oranje*. Bowen Hills, Qld, Boolarong Publications, 1992. ISBN 0 8643 9139 0.

(Available on order from leading bookshops; price \$34.95.)

Search for Survivors of Tragedy

The Centaur Commemoration Committee is searching Australia-wide to locate those survivors of the wartime tragedy still living.

Sixty-four people were rescued from a total of 332 aboard the Australian hospital ship *CENTAUR*, after it was torpedoed by the Japanese submarine I-177 off Stradbroke Island, on May 14, 1943.

The Committee intends bringing the survivors to Coolangatta for the unveiling of the Centaur Memorial, at Port Danger, on May 14, 1993, marking the fiftieth anniversary of the sinking.

Transport and accommodation will be arranged by the Committee, in conjunction with the Tweed Heads Chamber of Commerce. Survivors located so far are: Alan Pettiford (Brisbane); Thomas Malcolm (Geelong); Ron Jones (Collaroy); Bob Paton, Mettie Morrison, Ron Moate and Martin Pash (Melbourne); Tom Hobden (Tasmania); Maurice Cairnie (Fremantle); Dick Medcalf (Cowra); G McGrath (Ainslie, Canberra); J Alexander (Sydney), and E Ravenscroft (Sutherland).

Further survivors are sought. Any information should be sent to: The Secretary, Centaur Commemoration Committee, PO Box 30, Tugun QLD 4224.

Naval and Maritime War Vessels

On April 7th 1993, Australia Post will release a set of four stamps featuring Australian vessels that saw action during World War II.

The stamps, illustrated by Perth marine artist Ross Shardlow (President of the MHA), are:

45¢ **HMAS SYDNEY (II)**

In May 1940, the modified Leander Class light cruiser *SYDNEY* joined the British Mediterranean Fleet for nine months' service. In July 1940 she was responsible for the sinking of one of the fastest warships in the world, the Italian cruiser *BARTOLOMEO COLLEONI*. *SYDNEY* was sunk with all 645 men off the West Australian coast near Carnarvon on 19th November, 1941, after a fierce battle with the German raider *KORMORAN*. The raider also sank: 319 of her 400 crew survived.

85¢ **HMAS BATHURST**

The Bathurst Class minesweeper/corvette *BATHURST* was the first of 56 corvettes built in Australia during World War II. She spent most of the war in the Mediterranean, Red Sea, Persian Gulf and Indian Ocean areas. She was scrapped in 1950.

\$1.05 **HMAS ARUNTA**

Arunta was the first of three Australian-built destroyers known as the Tribal Class. She was commissioned in 1942 and served in the South-west Pacific until the end of the war. In 1942 she sank the Japanese submarine *RO 33* and, in January, 1945, she was damaged by a Kamikaze attack. *ARUNTA* remained in active service until 1956. In 1969 she sank off the NSW coast while en-route to scrapyards in Taiwan.

\$1.20 **HOSPITAL SHIP *CENTAUR***

The Blue Funnel Line passenger/cargo ship *CENTAUR* was built in 1923-4 for the Fremantle to Singapore trade. She was converted to a hospital ship in 1943 to convey medical personnel and wounded soldiers to and from New Guinea. On the 14th May, 1943, she was torpedoed by a Japanese submarine off Stradbroke Island, Queensland. Only 64 of the 332 people aboard survived this, the worst Merchant Navy disaster in Australian waters.





Building a Traditional River Launch

(Part Four)

by Mike Beilby

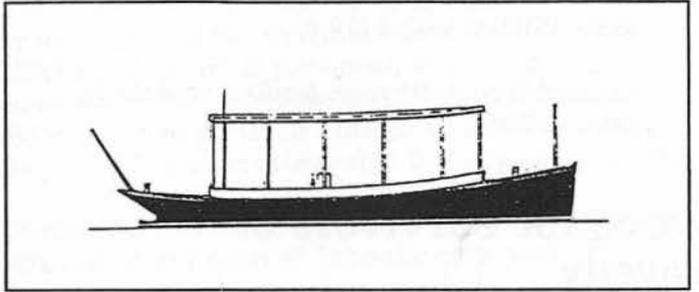
... With the shell completed, the next stage was epoxy-fibreglass sheathing - not a job I had been looking forward to. When faced with this stage with an earlier big vessel, I chickened out and paid a professional to do it. However, the budget is somewhat tighter this time around and, anyway, I'm feeling in more of a DIY mood.

For a reason for that I can't now recall, I chose at some point to change chemicals and switched to West System epoxy, giving the previously faithful Bote-Cote the shove, despite the increased expense. Probably I preferred the clear appearance of the West to the molasses consistency of the other. Trouble is, even the so-called *slow* hardener of the new product had a very short pot life in the thirty-degree-plus temperatures of the time, and my assistants and I had to move smartly using lots of small batches of resin. Still, the stuff dries nicely and appears to make an excellent glue with the supplied fillers.

The bare hull was given an initial coating with straight resin as an 'undercoat' to seal the wood, and the sheathing then commenced within 24-hours to ensure a bond between the two applications without immediate sanding. The fibreglass was then taped down over the dried undercoat and the resin applied by roller over the dry glass. The metre-wide roll was run along the gunwale and reached the keel fairly neatly except for about three metres around the midships, where a little extra had to be cut and stuck on. With the under-surface sealed, the roller application over dry glass went very well, with good wetting out. Margo wielded the roller, my brother trowelled off with a squee-gee, and I stood around whistling and mixing fresh batches of resin.

After that, I was left to myself to try to produce a respectable finish. The weave of the cloth was filled with a light bog squee-geed on, and sanded down. I had to do this twice because the squee-gee was too soft and scraped into all the little hollows I was trying to fill, so I tended to leave it too full on the second coat, making the subsequent sanding even harder than it need have been.

I started with the torture board, but it felt neither right nor effective. As I didn't relish the thought of developing tendonitis with a hand-sanding block, I fell back on the orbital sander and a small but indefatigable Makita for where the gloss finish shows



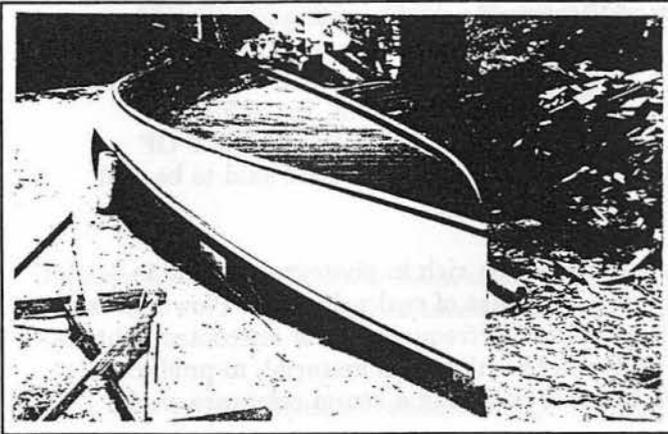
ripples. (That was probably the reason! It was the same story with the primer coats - a high-build epoxy. Even after three coats, I was still seeing the boat at some high spots. Even with the orbital, I think each sanding took me about eight hours or so. It was a good thing I had summer holidays. I took the professionals' advice and sprayed a light mist coat of black between the white primer coats - sanding is often supposed to reveal low spots requiring extra filler attention. Trouble was, not having my own spray gun, I resorted to a pressure-pack flat enamel. Despite giving it ample drying time, it clogged sandpaper disastrously, and costed me more time.

Eventually I put my sanity ahead of perfection and got ready for the final colour after glueing on the outside rubbing strip to create some stiffness for when the hull was supposed to leave the jig. A recently acquired friend and would-be boat builder turned out to be a professional spray painter, so I engaged him to spray this using two-pack polyurethane - about the hardest and glossiest finish available. Syd wasn't too worried about the dust mausoleum which is my workshop. I took a lot of junk outside, a lot of which never came back, then waited for windless mornings with garage roller doors open at each end. While damping down the dust on the floor with a hose, we got spraying going - even wearing the correct protection, as the paint contains known carcinogens! You don't take any chances!

Fortunately, with any breeze at all, and with the windward roller door half-open, and the leeward one fully so, an excellent extrator effect sent a spectacular plume of overspray drifting towards the chookhouse. (Well, they're pretty old chooks anyway!) The paint, in summer heat, dried fast enough to beat almost all the dust, and we now have a beautiful high gloss of white topsides with green below, and a

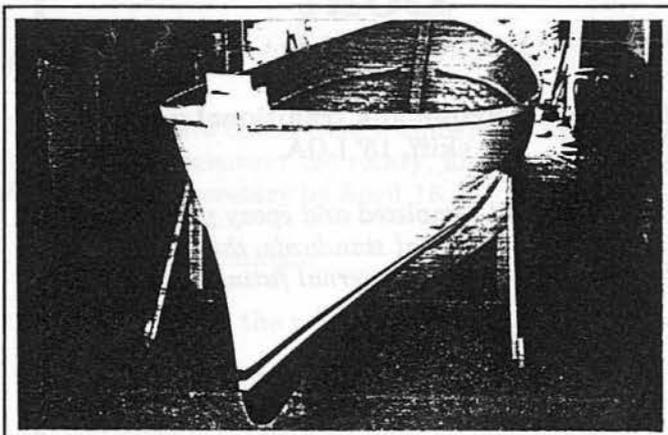


green boot topping - all marked out using a water level.



Ready for removal from the jig, and showing off pleasing lines.

My heart was in my mouth at the turning over stage, as I didn't know if the hull would leave the jig peaceably, or kicking and screaming. I teed up a team of six or seven helpers - the bulk of them being MHA members or friends - and, a bit before the appointed Sunday, jacked the whole thing up high enough to get under and undo all temporary screws holding the keel, etc., to the jig. Then, chocking the hull with blocks, I tried to lower the jig a few inches down below it. No dice! Then followed a couple of frantic hours driving wedges along the hog under all frames, and jemmying along the gunwale line until the result was eventually achieved. When the lifters arrived, it proved to be an easy lift to carry the hull, inverted, into the front driveway. We then carried the jig out the back door before returning to the hull.



Right side up and ready for the internal fitting out to begin.

Tupp's surfboat experience was invaluable in turning the hull without resting it on the ground or straining the shell, and it was then carried back in and placed on a couple of carpet-lined frames I'd made during the week. Inspection of the interior showed a fair bit of glue had run over the unprotected backs of stringers - leading to my separation difficulties - but, all things considered, I got off pretty lightly, really.

So now, fifty weeks after starting the jig, I have a boat to fit out ... (P.S. Anybody want to buy a jig for a unique little launch?)

Lillamana and Trimmerwheel

In response to requests for help by Jacqui and Stuart Abbott, and Harold Schoolland, in obtaining information on their boats (MHA Newsletter, Oct., 1992), Ron Parsons of the Australian Maritime Historical Society has kindly provided the following details:

Both vessels were at one time British-registered at the port of Fremantle -

LILLAMANI: enrolled as Folio 6 of 1957; Official No. 196883; built 1956 by R C Forsyth, of Bussleton Engineering Works, Bussleton. One deck, two-mast ketch rig. Carvel-built, transverse hull, described as a yacht. Dimensions (feet and tenths of a foot): 30.9 x 11.0 x 3.9; measured 11.65 gross, 9.51 net tons. The engine was built in 1954 by Akt. Penta, Gothenburg, of 1.70 nhp, giving the boat an average speed of five knots. On registration in July, 1957, the owner was Robert C Forsyth, of Bussleton. June, 1967, sold to Thomas Burke, of Perth. October, 1967, re-sold to Bruce O Sloss. (No more information survives from this source; she was probably transferred to Australian registration when the practice was introduced.)

TRIMMERWHEEL: enrolled as Folio 1 of 1952; Official No. 140208; a triple-screw motor vessel. Built in Perth, WA, in 1943, by Arcus Ltd. One deck, no mast, round stern, diagonal double-skin build. Transverse wooden hull of dimensions: 60.0' x 14.1' x 3.8', measuring 40.53 gross and 27.56 net tons. She had three petrol motors, built in 1940 by Chrysler Marine Engineering Co., of Detroit. These developed 270 bhp, giving the vessel a



service speed of fourteen knots. She was enrolled in April, 1952, by Percival Oliver, of Garden Island, WA; August, 1954, by Frederick Albert Lorimer Connell, a fishery inspector; July, 1963, by William George Graville Keville, a farmer of Quairading, WA, and altered and re-registered as Folio 6 of 1963. Now measures 55.43 gross and 41.89 net tons, with twin GM, Michigan diesels, giving a service speed of ten knots. Current owner shown as William Keville.

Book Review: *The Wheels Still Turn* - Plowman, Kangaroo Press, 1992.

Its unusual to find a good book on any form of steam transport. Many such publications lack real textual substance, relying instead on photography and illustration. Not so, however, Peter Plowman's admirable book: *The Wheels Still Turn - a History of Australian Paddle Boats*.

From its pages emerge such intriguing names as MAID OF SKER, FERRY QUEEN, EMMYLOU, NELLIE and, of course, our own DUCHESS, EMERALD, and DECOY. Each provides a segment of Australia's fascinating and surprisingly substantial history of paddle boats.

I should observe here that all that paddles is not steam. Although a gratifyingly large portion of the vessels described are, or were steam driven, a few were internal combustion, and one was even driven by two horses on a treadmill!

In his Introduction, Plowman explains that his material is derived from notes made over several years from various sources, and it soon becomes clear to the reader that this book is a product of careful research by an author who is truly devoted to his subject. The book covers a period from the launching of Australia's first steam vessel (the paddle steamer SURPRISE, in 1831), to modern paddle steamers built in the last few years. It commences with a history of the design of the paddle wheel itself and various early marine engines, and includes some concise and informative descriptions of the side lever, grasshopper, steeple, oscillating, diagonal and Walking beam engines - all with helpful diagrams.

Other chapters deal with pioneer paddle boats, paddlers of the Sydney region, the New South Wales coastal trade, inter-colonial trade, Bass Strait, Tasmania, Queensland, Western Australia and Victoria, and includes a special section on the Murray River. There is also a detailed Index and

Bibliography for those who wish to read further.

Included is a brief but concise chapter on paddle boats of Western Australia, with some good photos that include a fine shot of the original DECOY - taken circa 1906 - and some information on such long-gone vessels as HELENA, HARLEY, ENCHANTRESS, FLORENCE, and CITY OF PERTH (the remains of which are said to be still visible in Rocky Bay).

This publication is rich in photographs, and is supported by a text of real substance. Plowman is no dry historian. His frequent use of anecdotes lightens and enlivens the historical material, to produce a very readable book and a sound reference work.

A copy would be a real asset to anyone with an interest in Australian maritime history. Normal retail price is about \$40.00, but MHA members may purchase a copy through the Association at a 40% discount.

Peter Michelides, March, 1993.

(Those members interested should contact Peter, who currently holds stocks. (A/H 335 8952))

FOR SALE: Classic Wooden Boat

Mahogany strip-plank traditional pulling skiff, 15' LOA.

*External hull completed and epoxy protected.
Built to professional standards, this unique craft only requires internal fitting out for completion.*

Vessel is offered for sale at \$2250.00.

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Maritime Heritage Association

Notice of Annual General Meeting

Monday, April 19, 7.30pm

at the Leeuwin Sail Training Foundation's Conference Room
B-Shed, Victoria Quay, Fremantle

*Following the AGM, Ross Shardlow will speak on 'Painting maritime stamps for Australia Post'.
Refreshments will be available and guests are welcome.*

Constitution amendments for endorsement during the AGM:

1. Amend Clause 8.3(b) **Income and Property**, to:

Interest at a rate not exceeding the rate of interest charged by the Commonwealth Bank of Australia (or its successor in business) on overdraft accounts of less than \$100 000.00 on monies lent to the Association by the employee or member.

2. Amend Clause 33, **Winding up of the Association**, to:

In the event of the Association being dissolved, the amount which remains after such dissolution and the satisfaction of all debts and liabilities of the association shall be paid and applied by the Committee to a comparable organisation which is exempt from tax under Section 23 of the Income Tax Assessment Act.

These amendments are required by the Australian Taxation Office for the MHA to be an approved Income Tax Exempt organisation.

3. Amend Clause 30, **Financial Year**, to:

The financial year of the Association is the period beginning the first (1st) of January, and ending on the thirty first (31st) of December in each year.

Committee

Nominations are called from membership for the positions of President (not more than four Deputy Presidents), Treasurer, Secretary, and not more than four Committee members. Nominations should be in the hands of the Secretary by April 16.

I nominate _____

For the position _____

Signed _____

Signature of nominee _____

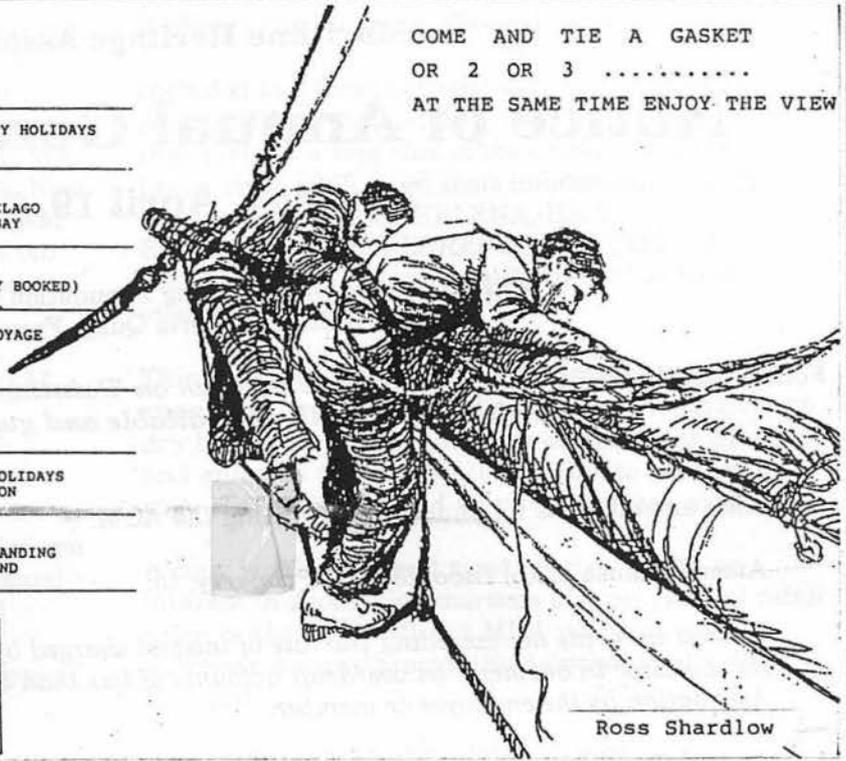
NOTE: Only financial members may vote.



S.T.S. LEEUWIN ADVENTURE VOYAGES
SCHEDULE

NO.	DEPART	ARRIVE	REMARKS
3/93	ALBANY 26/1/93 TUE	ESPERANCE 5/2/93 FRI	10 DAYS UNIVERSITY HOLIDAYS VISITING HOPETOUN
4/93	ESPERANCE 9/2/93 TUE	ESPERANCE 19/2/93 FRI	10 DAYS VISITING RECHERCHE ARCHIPELAGO DUKE OF ORLEANS BAY
5/93	ESPERANCE 22/2/93 MON	ALBANY 4/3/93 THU	10 DAYS VISITING BREMER BAY (FULLY BOOKED)
7/93	ALBANY 23/3/93 TUE	FREMANTLE 2/4/93 FRI	10 DAYS SCHOOL VOYAGE (MINIMUM AGE 15) VISITING BUNBURY
W1/93	FREMANTLE 9/4/93 FRI	FREMANTLE 11/4/93 SUN	WEEKENDER
9/93	FREMANTLE 13/4/93 TUE	FREMANTLE 23/4/93 FRI	10 DAYS SCHOOL HOLIDAYS VISITING BUSSELTON
10/93	FREMANTLE 4/5/93 TUE	CARNARVON 14/5/93 FRI	10 DAYS VISITING HAUDS LANDING DIRK HARTOG ISLAND

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OR 2 OR 3
AT THE SAME TIME ENJOY THE VIEW



For information on all voyages contact

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Contributions to Newsletter

The Editor is more than happy to receive items for inclusion in your newsletter - be they once-off or serialised articles, advertisements, anecdotes, photographs, etc. Please ring me on 339 2625 (H) or 227 3304 (W) if you have anything to offer, so we can talk about the best way of presenting your work.

Coming meetings

MHA Committee meetings for May and June will be held at 5.00pm, on Mondays 10th and 14th respectively, at the Leeuwin STAWA Conference Room, B Shed, Victoria Quay.



MARITIME HERITAGE ASSOCIATION INC.
P.O. BOX 1100 FREMANTLE, WESTERN AUSTRALIA 6160



TO SENDER

Other _____

FREMANTLE W.A. 6160