



Classic Boats

News February 2024



INSIDE THIS MONTH

UPDATE ON SHED ACTIVITY AND A Long tale of Salvage

Events coming up. :

Boatfest 2024 and Boat Bits Bonanza;

Planning is underway, the weekend of the
11th February 2024 Raid boats arrive 10th feb

Late news . The Mirror in WS2 sold . a good success



President Bills notes

1. **Financials;** The Association starts a new year with excellent prospects of a healthy bank balance through 2024. We have strong membership numbers, boat projects to sell, all we need is boat buyers who will appear out of the woodwork. Involvement in events such as Boatfest and the Community Breakfast will attract would be buyers.
2. **WIP The Acorn** is being rowed which is what we want.

Steve Prices project is progressing well looking good. It won't be long before Steve moves his project out allowing us to decide on what we want to do in the space.

Paul Colliers Hartley under way.

Allan McCarthy has expressed a desire to bring a Hartley 16 in for refurbishment. We should keep this project in mind but right now we have several other projects, being housed off site, room for these is a priority as storage off site can become a **BLACK HOLE** and is not fair on the generosity of members.

Guillemot / William IV tender; Negotiations with William The Fourth Committee will proceed in 2024.

Rhythm II; Done and in the water for testing. After some research I am satisfied that we have insurance with both Men's Shed and St Ayles Skiff Associations to cover testing but not for anything that might be construed as water sports.

THE RIB is in use as Rescue ONE with a neat little outboard that starts and runs under Joe's supervision. I have put forward a suggestion that an electric winch, which I have bought in, could replace the manual system, Mario is investigating.

Pittwater Sculls; On sale with no current prospects but Boatfest will be our next opportunity.

3. **Festivals Division; Boatfest 2024,** Boat Bits Bonanza on 11th February is looming with an Autumn Festival at Speers Point run by Rotary in May 2024. Banners are up in the usual positions from this week, Pete Williamson has taken one for the Central Coast. Plenty of DL flyers for distribution and an 8page lift was out in the Herald on 20th January I hope you all picked up a copy.
4. **Rowing Division;** is running regularly under Keith Howard's direction.
5. **Sailing Division; Sailing is underway,** we have sold the blue Mirror to Kathy Reid and she has had an introductory sail in light winds under Lyndal's tutorage.
6. **Motors Division;** has had some success with more engine being donated; Bill doing the listening and Joe doing the talking. I have heard we have a Seagull outboard in our lineup, can't wait to hear it in action.
7. **Planning and Research;** Keeping us on track in the hands of Jeff Marriott.

I will be away from the Boatshed from 12th January returning 3rd February. I will be back from Hawaii on the 19th January but head South for two weeks so will be in touch by mobile and email. Steve is taking charge while I am away. Thanks Glenn, Steve and all the hard-working members who came along to the Community Breakfast last weekend.

Boatfest - Boat Bits Bonanza (11th February 2024) We have a strong contingent of RAID boats lined up for Boatfest 2024 and already have stall holders for Boat Bits Bonanza.

Bill Coote *President* Lake Macquarie Classic Boat Association Inc

Electrical Safety



The annual test and tag has just been completed ***thanks to Brian and Terry..*** Please check your 240v equipment to ensure it was included ..

All electrical work must be done by licensed people who comply with Electrical Standards of Australia.

All electrically operated power tools, leads and lamps are inspected prior to use BY YOU at all times. This is a requirement of your insurance cover.

Check that electrical devices are identified and tagged in accordance with the Code of Practice by a competent person every 12mths.



If an appliance is deemed damaged or unsafe, then place it Out of Service immediately.

*Each main equipment has a **Procedure Card** attached with requirements for use of that Machine . If missing or a fault on machine Please advise a committee member or Terry*

If there is an issue or an Accident Please report it to Terry Parkinson .

Remember Each Boatshed has a safety equipment store .

Please identify it and USE it.

For members Consideration
and comment



A 2 mast 16 ft trailer sailer A selway -Fischer 16 has been
obtained by the shed . Its in a bad way but has potential .

The trailer is registered but needs some work , new bearings as a
minimum .Springs cleaned and greased

Above Photos when it was new .Now worst for wear with some rot
and large areas of hull ply needing replacement .

Members . this is a great opportunity for the shed or a member to
take on a big restoration.

Chris Stewart has the sad now photos . A Decisions after Boatfest ...



Hole al left is rot hole at right is motor bay .

This is the year for the Americas Cup , to be raced in foiling AC 75s in the waters of Barcelona in October straight after the Paris Olympic games



Aerospace technology — including advanced aerodynamics, lightweight materials, wind tunnel testing and advanced simulation technology — has revolutionized the sport of America's Cup racing. Today's cup-class yachts use a wing that is more akin to an airplane's wing or airfoil than to a traditional sail.

The boat sits on the leeward foil/ keel and the windward lifts up to give greater balancing weight . speeds of up to 100km/hr are achieved which is changing the sport of sailing .

We will have more on these boats as October gets nearer .. Is it sailing ???



Where it all started .. The longest running sporting Event .

Schooner Yacht "America"

The race was held on August 22, 1851,



Project progress A few photos but then you will see them at the Boatfest next week .

Steves boat



Guillemot Dinghy



Plank progressing

Upstairs Canoe progress . Great curves .



Nicks Modification fitting a rudder to allow better tracking



And lots of other things going on .. A few models underway.

Glenn well advanced on his planked model.. Rogers back in action as shown below shown

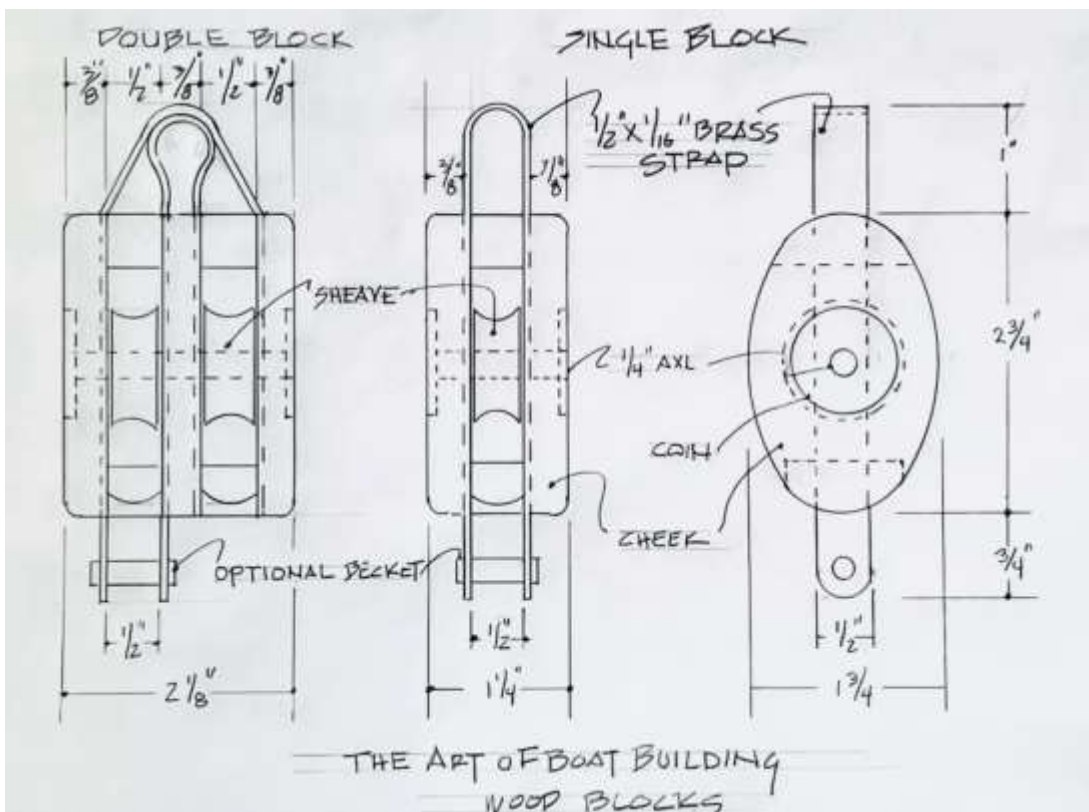




This Pretty Canoe and a great DIY 2 mast 16 ft restoration is available to members now: but will be for sale at Boatfest act now .

Build a block Plans below to build these [easy Wooden blocks](#) .

Teak and plan available in WS 2 See Graeme





These are ready to go with an alternative Rope strop rather than the brass strip available . Ideal for our boats or to sell .

AND FUN to MAKE

Saving the Doric Chariot

Mike Trimble

Editors note : Our membership has a great variety of interesting back grounds and life experiences This is one from our member Capt Mike of a real and interesting tale of Salvage in the Barrier Reef



My first salvage in north Queensland was a Panamax bulk ship, Doric Chariot. She had Greek owners and a full Greek crew. In August 2002 she was loaded with Queensland coal for India. She had engaged a pilot to advise her through the Great Barrier Reef. She grounded at [Piper Reef](#) at 0400 one morning, and, by 0800, United Salvage had been appointed salvors.

I shall study the causes of the grounding later, but first I shall go through the logistics of the salvage.

United Salvage no longer exists as such; it has been taken over by European interests.

When United Salvage accepted the salvage, under Lloyd's Open Form, the Salvage Master asked for Werra to be dispatched [from Townsville](#) to assist.

Werra is a 32m azimuthing stern drive tug driven by two Niigata 6 cylinder, 1600hp, four stroke diesels. Only one thing sounds better than a six cylinder diesel, and that is TWO six cylinder diesels. If you want proof, listen to the Manly ferry next time she passes.

We got Werra ready in good time and headed north. We had plenty of food, fuel, water, salvage gear and wheely bins. Within the reef nothing may be thrown over the side. Piper Reef is a good two days steaming from Townsville, at tug speed, about 10 knots.



WERRA is a **Tug boat** built in 1982 by CARRINGTON SLIPWAYS

The Salvage Master arranged a salvage crew of five to join him and they all met in Cairns, and then flew to Lockhart River. You will need your maps. Here he had arranged the charter of a helicopter to fly out to the casualty, as required for the duration. He and his crew were aboard the casualty next day. One of the salvage crew was left in Lockhart River to organize and transfer any equipment the Salvage Master requires. They were joined on the casualty by a surveyor from the ship's insurer, another from ATSB, a replacement pilot (the first one was immediately removed), and about four from the **Great Barrier Reef Marine Park Authority (GBRMPA)**, who were checking for pollution or damage to the reef. I don't know how they fitted, or were fed. Mind you, we had 9 on the tug.

United Salvage kept some salvage kits in containers around the country so, when they may be required, they could be trucked to the nearest land and the contents could be drawn on as required. These contained lots of handy things salvors may need for the job. As soon as we became salvors, the truck began its trip from Brisbane to Lockhart River. Good thing it was the dry season.

We arrived two days after the grounding, and we did a survey of the water around the casualty. The Salvage Master asked us to lash up alongside, while we waited for the other three tugs to arrive.

As the casualty had obviously been turning hard to starboard, trying to regain the track, when she grounded, I took the tug about half-way along, and very close to, her port (lee) side. That way, I was in water she had been afloat in just prior to grounding. Plenty of water for our tug. At low tide the next morning we were surrounded by bommies (sp?). It looked like we were in the middle of Stonehenge. The ship must have pushed some of these over on her way in.

We had to wait for a week as the big salvage tug, Redcliffe, from Brisbane could not be immediately spared. We stayed the full week lashed up, with a ladder up to the ship. We became the dive support vessel for the GBRMPA divers to check for pollution. Any antifoul paint that may have been scraped off was considered poison to the reef. On one dive they found lots of VB cans under the tug. They accused us of drinking and throwing the empties over the side.

All tug boats I worked on are dry boats. There was a 25 knot South Easter trade wind blowing and south east of us was the ship's accommodation block. They had taken a good supply of VB on board at their last port, so the casualty was doing the bad thing with trash, but we had some trouble convincing the GBRMPA people who were determined to fine us. The GBRMPA people had even been drinking VB with the ship's crew in the evenings, so they knew there was plenty of VB on the casualty.

Up in North Queensland they try to pronounce GBRMPA as a single word. Try it if you can, but after the beer can incident we took to calling them the Grumpies. Their head diver wore a pink wetsuit as he reckons crocodiles won't take a pink diver. Perhaps crocs are homophobes.

When we had been there about 5 days, a 4 metre salty came to stay on the island. That kept them



out of the water. They wouldn't test the pink wetsuit theory

Anyway we kept busy assisting the salvage crew getting the ship ready for the big haul back into deep water when the salvage tug arrives.

The bottom of the ship must be checked for damage. The hull had been set up forward, of course, due to hitting the reef at 12 knots. No water had entered the hull, and the surveyors found the hull was still intact. This is good news, as her displacement and buoyancy remains intact. I hope you all remember your Archimedes? We must hope we don't open the hull when we drag her back.

When ships are built, leads are placed where they will be most useful for running lines to hold the ship alongside a wharf. They are not positioned where best for tug use in harbor towing operations, and certainly not where a salvor would want them for a big haul off a reef.

The salvage master goes around the ship with a stick of chalk indicating where he wants leads placed. Then the salvage crew goes around *cutting leads off the deck, and welding them back on* in the designated spot. They have very heavy steel bases, and very solid welding as they must withstand great weight. In 28 years tugging I have only ripped one off the deck, (Iron Capricorn, 1984, the lead is still on the bottom of the Hunter River).

Over the week a tug came from Mourilyan, another from Port Moresby, and finally the big salvage tug from Brisbane.

On the next big tide we made the first attempt, and we were successful.

We had three tugs on lines while the small Mourilyan tug was the gopher to deliver anything we may need. All the tugs were slowly increasing the power on the lines. We all had over three quarters power on when she slipped back into deep water. Werra (our tug) was on the bow. When she was afloat they slipped the aft tugs and Werra towed the ship to an anchorage on the northern (lee) side of the reef. The hull was checked and found to still be sound, so the three other tugs were dismissed. We stayed for the full survey. The surveyors were closely checking everything on the ship before she could continue.

The survey was finished the next morning and the ship was then ready to resume her passage with a temporary certificate of seaworthiness. All the extra hands were taken off by helicopter and boat, and we were dismissed as she weighed anchor.

So, how did she get on to the reef? We had plenty of time for me to check out what happened.

She did not have ECDIS or a chart plotter. She did have a GPS position indicator. She had several gyro repeaters to take terrestrial bearings to transfer to the charts. She used paper charts.

The recommended route for ships through the reef is shown as a printed dotted line on the charts. There is no gap in the reef that is less than a mile wide. Surely any navigator worth his salt could get his ship through a gap a mile wide?

Where a problem may arise is at these junctions. It will usually involve a passing or overtaking situation, or both at once (three vessels). In both these situations there is a stand on and a give way vessel. However, they may be restricted in their ability to either stand on or give way by lack of space (the reef). This is why pilots are compulsory for ships through the reef. They can talk to each other, and they know the other party understands their intention.

In the case of Doric Chariot there was a dreadful dropping of his guard by the second mate, because he had a pilot on board.

At about 0030 they altered course for Piper Reef about 40 miles away. There were no narrow gaps or junctions to worry the second mate. No man can stay awake for the three days a transit may take, so the pilot told the second mate to steer that course and went into the chart room where he lay down on the settee to sleep for about three hours, leaving an indicator on the chart where he was to be called.

The second mate kept his watch, regularly plotting the ship's position and these indicated that she was setting very slightly west all the time. HE TOOK NO ACTION TO COUNTER THIS. First mistake. The next major moment occurred at 0345. This is the time the second mate calls the mate for his watch. This was also when the ship got to the pilot's X on the chart to wake him. This the second mate did. BUT THE PILOT FELL BACK ASLEEP. Second mistake.

The last 15 minutes of a watch is always busy with the watchkeeper doing his log book and handing over the bridge to the next man. Our second mate did not check the condition of the pilot. The mate recognized that they were indeed standing into danger, and gave the pilot another shake, but it was too late. Had the pilot been a little more awake he may have realized that a port rudder order would have taken him west of Piper Reefs in deep water, but he ordered hard to starboard, too late, and finished up on the island.

So that is it: the second mate dropped his standards when watchkeeping by not applying any allowance for set or leeway when he realized they were not making the track. Then he failed to note that the pilot had dropped off back to sleep after his call. A couple of very expensive errors.

We took Werra back to Cairns where she was slipped for her regular 5 year haircut. After nearly two weeks away, every wheely bin was chock full. We looked like a garbage scow.

Mike Trimble

Editors note ..._ABC radio reported the incident in typical sensational news as "is a potential disaster. If the stresses are that much, that the ship may break in two," after the initial official review stated all sound and seas calm behind reef ..

