Classic Boats News April 2024

A Brand New Classic

Rhythm II

A fantastic Job by John with a bit of help from the many contributors.

A new LMCBA outstanding achievement

Planning is underway for the 2024 **Davistown Putt Putt Regatta** Events

- Heritage Workboat & Ferry Challenge and Putt About - Saturday 12th October and the

Davistown Putt Putt Regatta & Wooden Boat Festival - Sunday 13th October

President Bills notes

Another busy month, sales have exceeded expenditure and we have new members.

Boatfest 2024 has been a success, a small sub-committee comprising Terry Parkinson, Steve Price and myself has been formed to plan and implement Boatfest 2025. Lakefest is also a done deal for 2024, we had the first Lakefest meeting to plan 2025 on 11th March, a program for events for Lakefest 2025 will be prepared by our April Lakefest meeting. In the mean-time I have undertaken to approach Lake Macquarie City Council Events group to investigate fitting Lakefest more closely with Lake Mac Festival. I am suggesting we run Boatfest Boat Bits Bonanza on the weekend of 15th and 16th February 2025 inviting the Hartly TS16 people as we did the RAID group this year. I have been contacted by the Wooden Boat Association NSW asking to be included in Boatfest 2025, it will be good to have them with us at that time.

Progress on the two WS 1 projects has been steady, new projects like the Black Mirror keep appearing from the wood work and they sell like hot cross buns at Easter. The RED Mirror is now ready to sell. I have added more boats to Marketplace and have had some interest.

Rhythm has sold to a Boatshed member and will vacate WS 2 on 18th April, John O'Neill is organising for an official naming and handing over with an invitation to the Gressel family who donated the Rhythm hull to LMCBA in about 2019 and Brian and Lyle who have done the sign writing on Rhythm. The ***two Pittwater Sculls*** will be on their way to a Wooden Boat Rowing Festival in Grafton in June I am hoping they will sell there.

The Mirror dinghy merry-go-around has been operating, the blue Mirror has been repurchased by Kathy Reid who will be using the skills and experience of fellow members to advance her sailing experiences. Phil Buck has joined as a new member; Phil has been involved with small dinghy sailing amongst other things. We are keen to get the Petite Brise, currently in Chris Stewarts shed, in so that work can continue on its restoration.

The efforts to tidy up our workshop areas are working, there are signs of improvement, organising the placement of overnight stored boats in WS2 is making the space work more easily.

Progressing the idea of the Classic Boatshed being promoted as a "Living Museum" has bought out some interesting ideas. I have added a "For Sale" page to the web site listing more boats, I have also floated the idea of the Living Museum on the front page. www..org. classicboatshed au .

I look forward to meeting up at the Boatshed soon.

Bill Coote

Safety Be aware and see the workshop Notices

St John

First aid fact sheet

DRSABCD action plan

Danger Check for danger and ensure the area is safe for yourself, bystanders and the patient.

Response Check for a response: ask name and squeeze shoulders. **NO RESPONSE?** Send for help. **RESPONSE?** Make comfortable; monitor breathing and response; manage severe bleeding and then other injuries.

Send for help Call **Triple Zero (000)** for an ambulance or ask a bystander to make the call. Stay on the line. [If you are alone with the patient and you have to leave to call for help, first turn the patient into the recovery position before leaving.]

Airway Open the patient's mouth and check for foreign material. **FOREIGN MATERIAL?** Roll the patient onto their side and clear the airway. **NO FOREIGN MATERIAL?** Leave the patient in the position found, and open the airway by tilting the head back with a chin lift.

Breathing Check for breathing Look, listen and feel for 10 seconds. **NOT NORMAL BREATHING?** Ensure an ambulance has been called and start CPR. **NORMAL BREATHING?** Place in the recovery position and monitor breathing.

CPR Start CPR: 30 chest compressions followed by 2 breaths. Continue CPR until help arrives, the patient starts breathing, or you are physically unable to continue.

Defibrillate Apply a defibrillator as soon as possible and follow the voice prompts.

In a medical emergency call Triple Zero (000)

DRSABCD Danger ▸ Response ▸ Send for help ▸ Airway ▸ Breathing ▸ CPR ▸ Defibrillation

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If an issue or an Accident Please report it to Terry Parkinson

The name of the optometrist who came on a boat?
A see captain.

Minutes of Committee Meeting

These are sent to every member so you can stay informed .. Lots of information on LMCBA inc activities ..eg

Strategic Plan Key objectives **This is prepared by Jeff Mariot with an aim of achieving some of our goals. This month it includes, sale of Rhythm II(now done) and the 3 sailing dinghies (offers please)**

Committee succession planning. Not long to AGM and positions to be filled . Put your hand up and help

Update for next meeting Sailing Sub-group Proposal to restore *the Petite Brise* and sell off the three small dinghies agreed. Use the larger boat for Member sailing.

Near Term Projects. Restoration of the Petit Brise when space becomes available

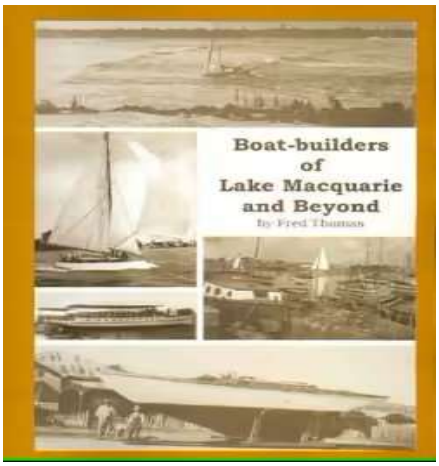
Maintaining our Local Marine Heritage

A seagull flying boat pulled from the water There Is so much of australian Maritime history tied up in the lake . . Anyone keen to follow up and do a bit of a summary.. Edit. Has lots of areas for you to dive into .. not only Coal but lots of timber from around the lake was taken out by boat . Also many boat building sites due to timber and easy launching of finished boat.

Boat Builders of Lake Macquarie and Beyond

A book by local Fred Thomas is a great record of some more recent boatbuilders of the 50,s -80s period We are keen to find a copy recently in the shed and to get a copy or two extra for the shed library.

(See graeme B if you can help 0491107505)



ROWING

A trip to Warrnambool and then Geelong led to Photos of St Ayles Skiffs

Geelong Boat is special and built as a community project to involve local new migrant men to assimilate into the community so they built a St Ayles Skiff and another is on the way.

Just a little look at the Royal Geelong Yacht Club

. Not a rowing day and new build elsewhere.

Some extra Photos below when I snuck a look .

The ***Warrnambool Boats Community*** row group made their St Ayles and they Row often but not set times so I missed a row with them. Their boat came to boatfest 2 years back and LMCBA rowed both boats in competition at Paddlefest. They now have a New Boat

They are nearing completion of the new boat

The Stem and oars show some extra detail with smart finish . Oars laminated with one Hard lamination

Project progress ***Lots happening on the Hartley TS16***


(6) Facebook

Should give a video of the progress or copy and paste below
https://www.facebook.com/100001261990314/videos/7697029217016673/?idorvanity=1443399515967959

Steves boat progressing with internal fit out and coamings in place

A comfy bunk ?

Guillemot Dinghy

Progress with 5th planlk fitted .

A visit to Goolwa where they are building a similar boat for the 8th time

Materials for fit out have been obtained and Bow material cut started. Brass bits purchased and Teak cleats made but more help needed.

Rhthym II (a wooden wonder)

Sign written and running and ?? SOLD but still close to hand

Great videos on facebook of it in water at speed

John O and Geoff admire their handi work .. as do so many other contributors to this new but 1960,s speedboat .

Selling and Sold and even Serviced

The Cannoe WAS a bargain at $300 sold for $200

Pittwater sculls .. Make an offer ..Please

Outboards See Joe But swist his arm always selling one

Little sailing boats 3 available

Alan servicing parts for the William the forth paddle steamer .

A Long but Light story about salvage on the High seas

Saving Our Reef

Mike Trimble

Once upon a time not so long ago, a ship was proceeding from a port in Asia to load a coal cargo at Hay Point, near Mackay. She was intending to engage a pilot to enter the reef at Hydrographer's Passage. When she was east of Townsville, and east of the reef, her engine stopped, and she started drifting towards the reef at less than 2 knots. For us another salvage operation began.

She was a Panamax bulk ship, registered in Panama, where the owners had a registered address, but owned by principals from South Korea. Panamax bulkers are a standard design, about 70,000 deadweight tonnes. They are about 225m long, and exactly 32.2m beam to fit the locks of the Panama Canal.

To save anyone embarrassment (especially me), I shall call her the casualty as this is the approved term from the salvor's vocabulary. She had recently been purchased from Greek owners for $12 million USD.

At the time, the casualty was displacing about 50,000 tonnes. About 30,000 tonnes of this was ballast water, about 15,000 tonnes would be the lightship displacement, and the rest would be fuel, lubricants, water, ropes, people and potatoes needed to run a ship.

Our tug for this job was Giru, a 29m azimuthing stern drive tug with two 1,700hp Detroit V16 two stroke diesels. While not my preferred tug, she had GMDSS radio equipment, so we had to take her. She was displacing about 600 tonnes, fully watered and fuelled.

When the casualty's engine stopped, and the Master and Chief Engineer realized how major the problem was, the Master advised his owners. RCC in Canberra was also advised, as is required, although not with as much information as would have been passed to his owners. Our salvage division, United Salvage, got the rumour pretty quickly.

Except salvors, nobody wants to be involved in salvage. Ocean salvage is an expensive, hazardous and time consuming business and is only undertaken by specialized marine salvors.

The owners were insisting repairs may be effected on board, while on board they know that repairs are beyond them. Canberra is pressuring the owners to appoint a salvor. Their insurer would also be asking the owners to appoint a salvor. Canberra also advises our salvage division, and, in Townsville, we commence preparations. This is because we are the only tug that could make it to the casualty before she hits the reef. The owners would be taking calls from every salvage company in the east, including ours. Their office would be very busy.

Meanwhile, we are putting together a crew and salvage gear and getting fuel and food and water. All the while we are still doing harbour towage. A small tug has been dispatched from Mourilyan, 100 miles away, to cover us for harbor work while we are away.

All this has occurred without us getting the nod from anyone. Our departure is still not confirmed. The owners are playing a game with Canberra to see who orders the tug out first. Canberra can do this, but would not want to as it may give the owner an argument in any later salvage assessment that they did not need a tug. Anyway, the owners capitulated eventually and we got the nod about 2100. Our salvage division was asked to complete the salvage under the terms of Lloyd's Open Form. This is usually the salvors preferred terms, and our salvage division readily agreed to it.

The Lloyd's Open Form is headed "Salvage Agreement", and immediately under these words is its primary condition: "NO CURE - NO PAY".

We completed our preparations and cleared Townsville about midnight in windy weather. At almost the same time one of our large salvage tugs was departing Brisbane for the same casualty. They had been preparing her all day, also.

We steamed all night, and at dawn we entered Flinders' Passage to exit the reef. Outside of the reef, the world was not quite so nice. Tugboats are designed to go to sea in any weather. Just shut the watertight doors and ride a ping pong ball to hell in some seas. We copped a bit of a hiding. There was some sea sickness. One man worse than the rest.

However, we battled on and reached the casualty in the late afternoon. We slowly steamed around the casualty looking for damage and leads where the tow could be made. On the radio, I confirmed with the Master that we were to perform salvage under Lloyd's Open Form. I asked him the state of his hull, which was sound and seaworthy, as there is nothing worse than having a tow sink on the end of your line. I also asked him for an assurance that they would not repair his problem, and start his engine while still on my towline, as this could lead to serious problems on the tug. All were confirmed to our satisfaction and noted in our log book.

Twilight never lasts long in the tropics. Thirty minutes and it is dark. As it is much easier to rig tow lines when you can see the casualty, we assessed the current position and the likely position at dawn. We should still be more than twenty miles from the reef, so we asked United Salvage and Canberra for permission to delay sending up the tow line until dawn. This was granted.

Our communication with the casualty was by VHF and our communication with United Salvage and Canberra was by fax sent and received on the GMDSS equipment.

United Salvage then asked me to board the casualty to get the Lloyd's Open Form signed by the Master as there is nothing like the real thing. So I asked the casualty to rig a ladder and climbed up to the deck with my satchel containing the precious Lloyd's Open Form, still blank.

The other great benefit of getting aboard was that I was able to check out the forecastle for leads and bitts for the tow line. I was able to tell the Mate and the Master where the eye would go, and measure the distance from the crown of the eye, which would be on the bitts, to the lead. You will see why this is necessary when I describe the rig for the tow. I also discovered, much to my satisfaction, that the ship still had power and so her winches would work, and she could be steered when the tow started.

I also noticed, while on the forecastle, one of the operational difficulties we could have.

The Ship had a Korean Master and Chief Engineer, while all others were from the Philippines. The common language was English which was nobody's mother tongue. Into this mixture we arrived, with no Korean or Tagalog speakers among us.

I then went with the Master to his cabin where his first words to me were "Thank you very much for coming". He knew where he was going, and he was very relieved to see us. Then, over a cup of coffee, we filled in the blanks and we both endorsed the Lloyd's Open Form. Not many of these actually get signed as most are confirmed by radio and telephone, as ours had been. There is often not time or conditions to get pen on paper. The only time I have been as nervous about my signature was when I signed the marriage certificate, 35 years before. I was shaking like a leaf. We both signed in blue so photo copies would be detected. Of course, I have one. One consequence of this is to effectively give his ship to another party, United Salvage, represented by me. It is like him giving me the keys to his ship. But I was going to save him a lot of trouble, had he hit the reef.

Back down to the tug, with my valuable cargo in my satchel, where the boys had been busy preparing the towline, which we could not do earlier due to the heavy weather.

Now for the towline rig. At each end of the towline we had very heavy wires called fore runners. These 50mm diameter wires are specially made for us and have a single 2m heavy plastic sleeve, called a veethane, of 150mm diameter, which can slide along the wire. These must be run on the wire before the eyes are made. They are then placed by us where the wire may be chaffed by something like the bulwark on the tug, or the lead on the ship. Once they are in position they are held in place by bulldog grips on the wire. That's why it was important to get the exact measurement on the ship before the line went up, so the veethane is right on the lead. The wire on the tug was 20m long and the one on the ship was 15m, each with an eye at each end. On the tug, the wire is put on the tow hook. There is a thimble on one eye of each wire and it is here that we splice the rope. We had over 400m of 96mm diameter rope. This is what we made ready that evening.

It is important that a towline at sea does not get tight as the sudden shock will, almost certainly, break the rope. All sea tows should be done on the catenary or droop in the line. This is why we make it so long.

We were ready by midnight, and we had a team meeting to plan the next morning. Here, we contemplated solving the communication difficulty.

We asked our most seasick prone seaman to go aboard the casualty to assist with rigging the tow. He agreed, as it would be more comfortable up there and he would have a lot of responsibility. So I advised the Master, and equipped our man with a hand held VHF and my mud map of the forecastle and where the towline was to go, and sent him away.

Not much rest for anyone that night, I was worried about the drift and the consequences of a stuff-up in the morning, and so was everyone else. One good thing: the weather was abating.

We were all up for the very short twilight and as soon as it was light enough I took the tug under the bow of the casualty to receive the heaving line from her. We sent back our heavy messenger and, attached to that, the fore runner wire rigged for their layout. The tow rope was already attached to the fore runner. All done correctly, and in fine time, thanks to our crew, and our man on the casualty.

Then comes the job of streaming the line, without fouling a propeller. This must be done slowly and the line must be fed out getting neither too tight nor too slack, while I manoeuver the tug ahead of the ship and on her centerline extended. This takes a few minutes.

Successfully completed, we now must get the whole caravan rolling without, as I have said, getting the tow line tight. This takes some time, but, about 40 minutes from the heaving line, we have everyone slowly moving on the same heading.

However, it is the wrong heading as, up until now, we were doing everything immediately ahead of the drifting casualty. However, when she was drifting, she was not pointing where we wanted to go once underway.

The casualty was now moving at nearly 5 knots and I asked the Master to put a man on the wheel and to follow the tug while we commenced a long swing to port to steer a course that will miss the reef.

All the time we were receiving and sending signals and reports from United Salvage and from Canberra. I think they were as worried about a possible cock up as I was. These were handled by the Mate, on the bridge with me, who also handled the VHF communications with three stations: our deck, the casualty's forecastle and their bridge. When he was on the GMDSS, I handled VHF traffic and the tug. While on deck, our very competent senior man was in charge of the line, his crew and his VHF. We were all so busy, you would think we may have needed the other appendage to handle all the buttons, switches, keyboards and throttles.

When we were comfortably towing her in the correct direction, Canberra instructs us to tow her to Gladstone for the ATSB inquiry. We are to proceed outside the reef and enter the reef via the Capricorn Channel. I assume Canberra also told the casualty and/or her owners. I advised the Master, and the tow proceeded quietly for a few hours.

Then the Master ordered me to steer for Hydrographer's Passage. Besides being not what AMSA has instructed, this could be serious. If he started steering for Hydrographer's Passage it will make my life very difficult. You don't want to tow a ship with any rudder on. So, I put my forceful voice on and told him we must go where Canberra orders. He agrees to follow me. Remember, effectively I own his ship and I am responsible for her.

The rest of the day and night proceeded quietly. We were towing a ship that, without damage, would do 11 or 12 knots on about 30 tonnes of fuel each day. We were doing 5 knots on about 7 tonnes per day. Our man on board got up every couple of hours to check the tow.

About 0200 the next morning we met up with Austral Salvor, our salvage tug from Brisbane. At daylight we slowed the tow for transfer and she put three men on the casualty. They slipped our line and took their gear on board while we retrieved ours. They tow on heavier gear, chains and wires, and use their tow winch.

In a couple of hours we have recovered our gear, and they are ready to recommence the tow. The casualty is instructed to follow the salvage tug. They are towing at about 7 knots, but are a much safer option than us, especially if the weather deteriorates. We go alongside the casualty to remove all salvage crew. We return their crew to the Austral Salvor and we are instructed by Canberra and United Salvage to escort the tow.

Any tow transiting the reef requires two tugs, and after they entered Capricorn Channel they would be within the reef. A tug from Gladstone would not be available. This is why we were engaged for the escort.

While we were escorting, United Salvage decided it would be best if we put two men on the casualty to check the tow and keep her crew happy. So our original man went back aboard, but this time he had a mate with him. As we were now not the tow boat, we would go alongside regularly to make food drops for them. Our man had discovered the casualty was not a good feeder, and our boys wanted their entitlement from our stores. This was no problem.

Two more days and nights at sea. The next day we are entering the Capricorn Channel. By lunch on the second day we are off Gladstone. We are engaged for the harbor towage operation and at about 1600 the casualty is fast at Auckland Point (yachties will know this is where the creek to the marina enters the harbour). We berth at the tug base while I go back to the casualty to finish the job. Our crew is getting a few more stores and fuel for the return to Townsville.

I boarded the casualty and went to the Master's cabin. It is full of surveyors and engineers with torches wanting to know "the truth, the whole truth and nothing but the truth". The Master was looking a little frazzled at this third degree, but was pleased to see me, as he knew what I was there for. We signed the certificate of redelivery, which gave him his ship back in the same condition and an improved position than I had taken her, and we were both very pleased.

These documents are so valuable that, when I return to our Gladstone office from the casualty, a courier has flown from Sydney to take charge of them and fly back to Sydney with them. But not before I took a copy.

We departed Gladstone tug base at 1900 and a few hours later, after clearing the port, we turned our nose towards home, and I had my first decent sleep for days.

We were back in Townsville two days later.

Within a week Giru (our tug) blew apart a flexible coupling. I was glad that did not happen on the tow.

Lloyd's Open Form negotiations are done in London by an independent committee. They are based on risk taken and the value salved. The salvor takes the most risk, of course, and then it trickles down to the lesser mortals. Reports were given by me and our man on the casualty to United Salvage. These were made in the company of the United Salvage lawyer to make sure we said the right thing. I heard later, that the salvors award was $1,200,000 USD. Some weeks later the trickle arrived and I got $72,000 aussies. I could have lost many friends and kept the lot, but we divided it up and we each got about $8,000. Less what the tax man kept. More than enough for a decent night out with the wife. I heard later that the salvage tug got $45,000. We got more for the extra risk of putting up the first line. But we did keep the reef protected.

The ATSB report on the casualty revealed that she was making water in the engine room but nobody worked out where it was coming from. As it was filling the engine room bilge, it could not be pumped out (oily water regulations). I suspect the Chief Engineer was not informed and was an infrequent visitor to the engine room. When the water reached 1.4m depth it was immersing the electric lubricating oil pump for the main engine. This stopped the pump and the main engine. Water will do that. The emergency lube oil pump tried to take the load, but this was located immediately beside the main pump and it also was immersed in salt water. So it stopped also. There was no spare electric motor to replace these and the casualty was never going to be able to rebuild them. They had pumped the bilges into a cargo hold and found the problem before we arrived. But they could not rebuild the motors. The source of the water had been closed and the engine room was dry and sound when we arrived.

The water was found to be coming from a small hole in the ballast pipe, and was leaking back into the engine room from the ballast tanks because the tank valves had not been shut after ballasting.

I'll bet they don't forget them again.