

Overview of Enterprise

&



*Tasmanian Preservation of
Historic Vessels and Marine
Artifacts*

by Russell Pocock

ProjectGoals

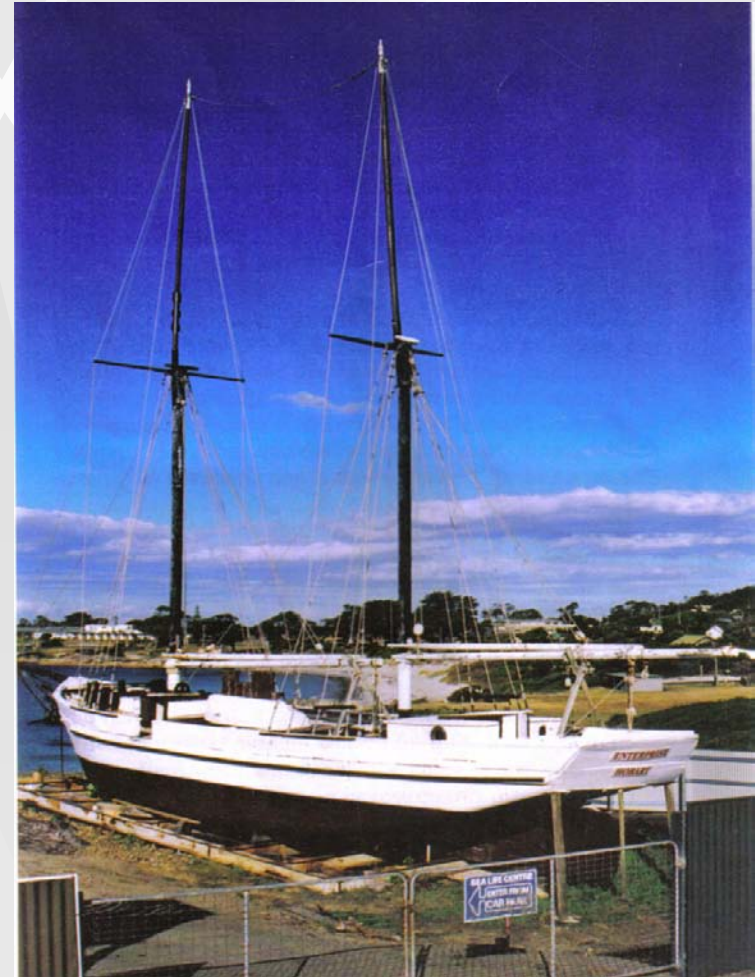
- Setting Up of a “Tasmanian Preservation of Historic Vessels and Marine Artifacts” body {Non-Profit Organization} {D.G.R. registered}
- Relocation of “Enterprise” to Hobart or Margate Marina.
- Restoration and Preservation of “Enterprise”
 - {initial core project}.
- Restoration and Preservation of Other Historical Vessels.

Present Location

In 1980, “Enterprise” was purchased from Bill Price and placed on a cradle next to the Sea Life Centre at Bicheno, Tasmania to be used as a tourist attraction.

She is currently in a state of disrepair and now is the time to initiate procedures to restore & preserve her.

She has been inspected by a shipwright & Engineer, who indicated that she is quite restorable.



About the “Enterprise”

- ❖ Name: Enterprise.
- ❖ Type: Cargo + Scow + Display.
- ❖ Official No: 105692.
- ❖ Year built: 1902.
- ❖ Builder: Lucas, Charles.
- ❖ Location: Battery Point, Hobart, Tasmania.
- ❖ Material: Stringy bark carvel planked,
iron bark keel.
- ❖ Rig: Gaff Rigged Ketch.
- ❖ Propulsion: Sail, Aux ketch –1913.
- ❖ Decks: 1.
- ❖ Net tonnage: 37 gross / 29 net. Register.



Continued:

● *Ports and Owners:*

- HOBART, 1902 - Henry Purdon:
- HOBART, 15/08/1905 - Gorringe Bros (Wellington & Lowther Gorringe):
- HOBART, 10/03/1919 - Herbert Huon Sward & W.& L.Gorringe):
- HOBART, 23/03/1920 - H.Jones & Co Pty Ltd:
- HOBART, 16/04/1956 - Leonard & Pauline Tringrove:
- HOBART, 13/08/1956 - William Price:
- BICHENO, 1980 - Sea Life Centre.



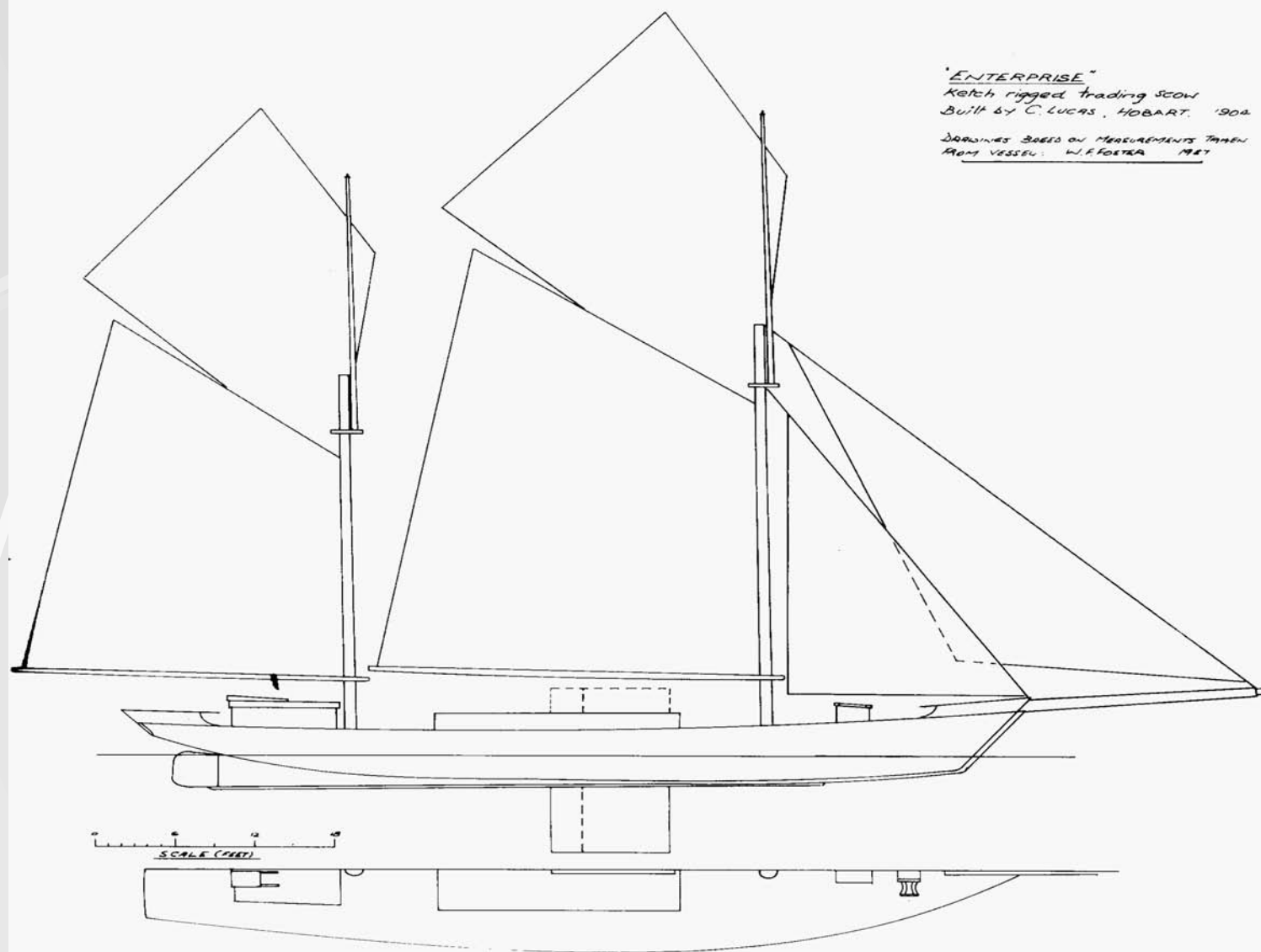
Dimensions:

- ☐ *Registered dimensions(ft):* 62.20x 18.20 x5.10
- ☐ *Bow:* Clipper.
- ☐ *Stern:* Countersquare raked
- ☐ *Status:* Stationary2008 at Bicheno

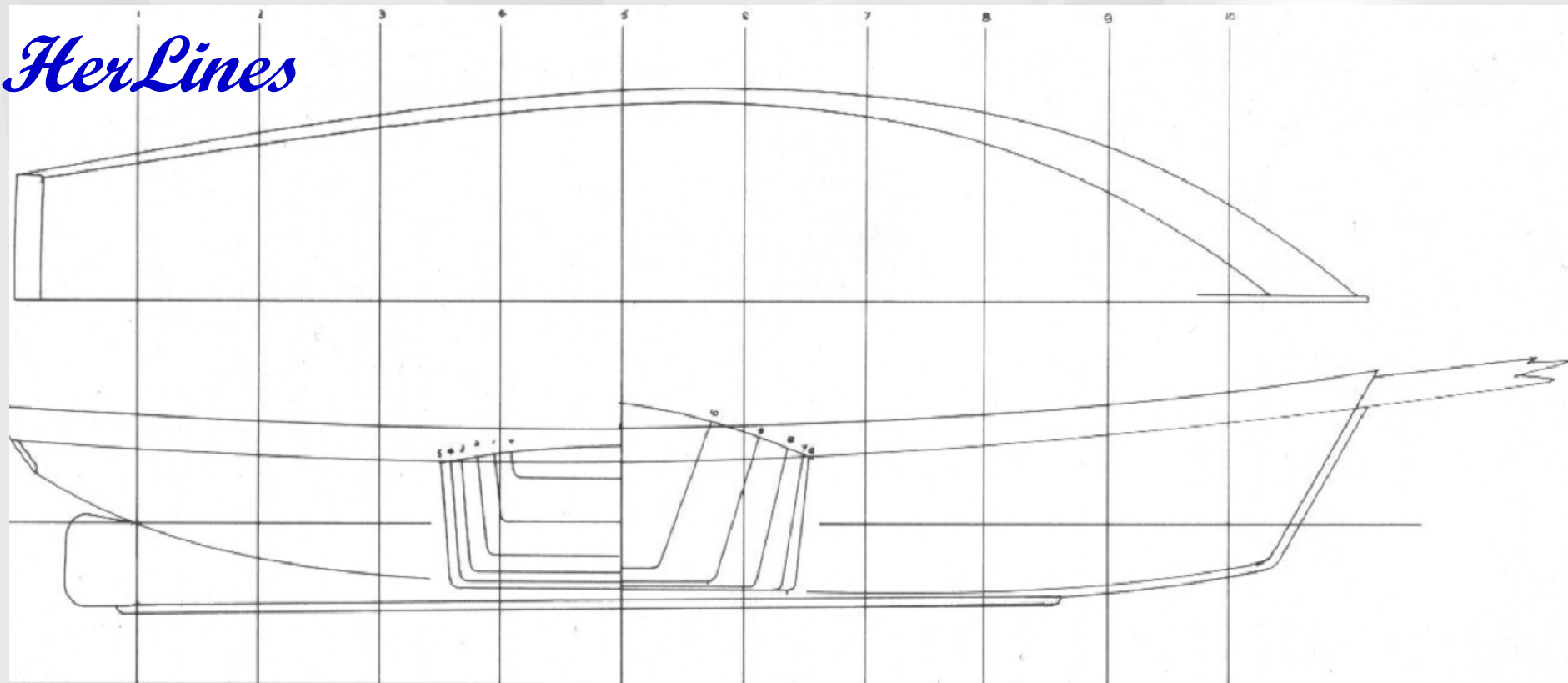


*Enterprise
Under Sail*





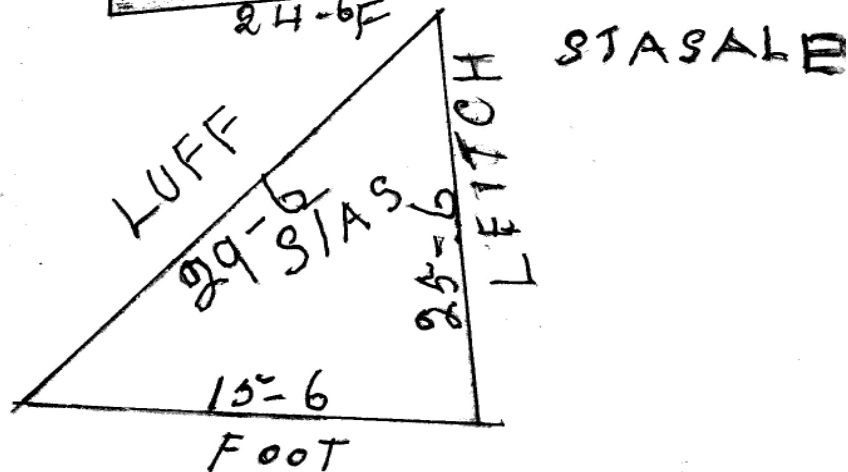
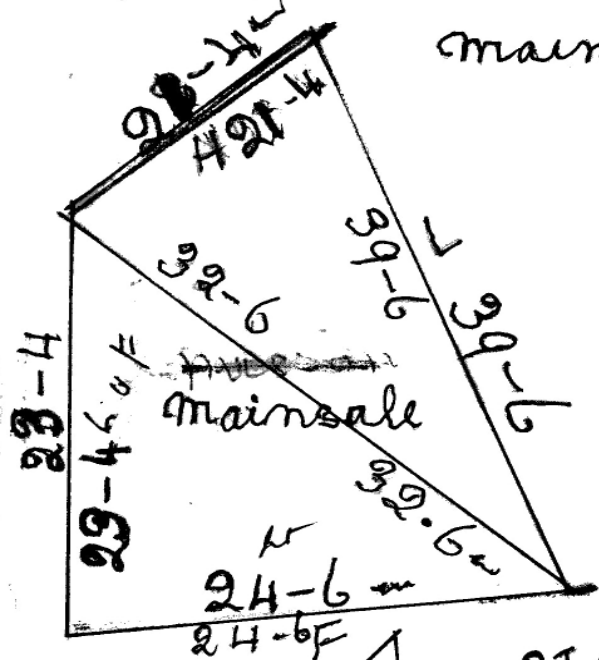
HerLines



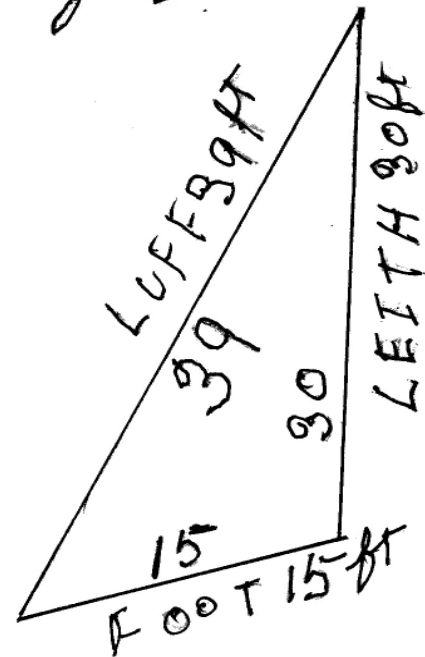
Scow ENTERPRISE. These square chined, flat bottomed, centre-board vessels are thought to have been modelled on the lines of the New Zealand scows, and were well suited to the timber trade out of Hobart.

Plan by W. F. Foster 1987.

ENTERPRISE
main sail

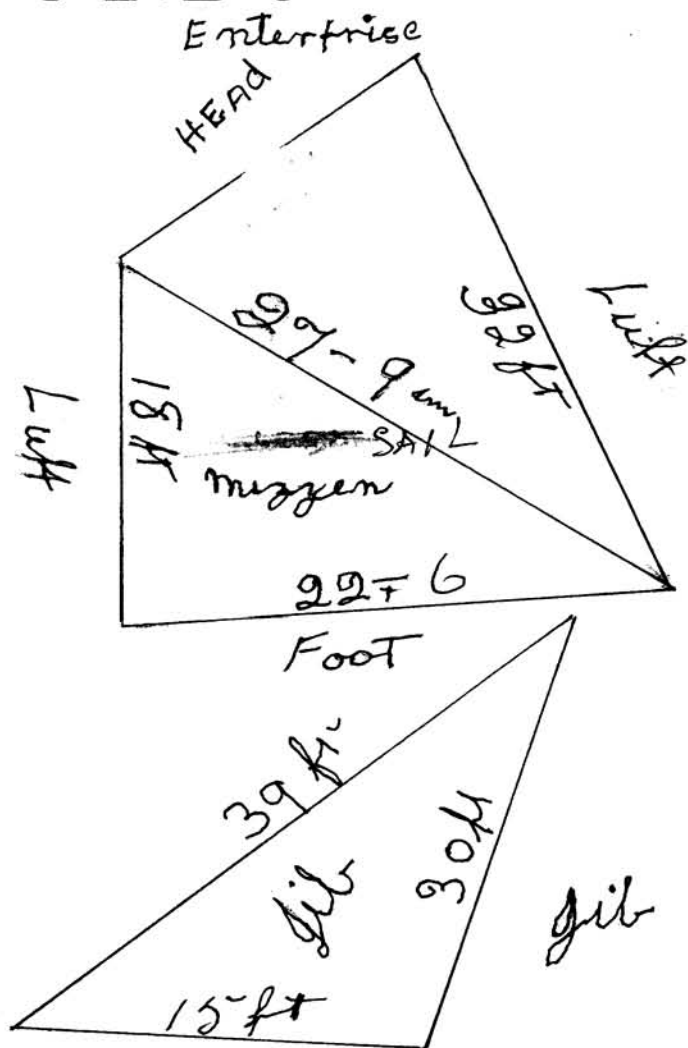


ENTERPRISE
Jib



Sail Plan #1
- by Bill Price

THE 'ENTERPRISE' SAIL



ENTERPRISE
main mast
THROT. ALID. 131 FATH

MAIN PEAK 34 FATH
MISSEN.
PEAK. ALID.

mizzen PEAK
93. FATH

mizzen THROT
30 FATH

STASL HAL
16 FATH
gib alid
21 Fathorn.

Sail Plan #2

PLAN

BY

BILL PRICE

History & Details:

Designed by Henry Purdon.

Scow built, single chine. First flat-bottomed chine ketch built in Tasmania, and built to modified NZ scow design, built to carry logs to sawmills at Hobart, large 18' x 10' hatch. 69' Lod. 60tdwt cargo. Stringy bark carvel planked, iron bark keel. Built to load logs from shallow river banks.

Jack yard topsails. Hobart No.2 of 1902.

Engaged in logging trade to Hobart, shallow draft suited to picking up logs from shore. 5' draft.

1913 fitted with auxiliary engine, Regal oil engine 14bhp.

Hobart No.5 of 1913.

1920-56 carried timber for packing cases to Hobart from East & Southern Tasmanian coasts and other coastal work.

History Continued:

1926 - used for film "For the Term of His Natural Life".

1928 - 37g/29n. Tons.

1938 - fitted out with new set of sails for Hobart Centenary regatta.

***19/02/1938 - participated in trading vessel race at Centenary
Hobart regatta.***

***Placed second in the Hobart Regattas of 1939, 1940, 1941, 1942,
1946,1948,1949.***

Used for film "Seascape" after 1946

1953 - carrying building & case timber to Hobart.

1956 - converted to night soil boat, fitted with hopper tank.

1956+ - night soil boat for Glenorchy, dumped spoil in Storm Bay.

1976 to 1980 - laid up at Prince of Wales Bay, Hobart, Tas.

1980 – Purchased by Sea Life Centre for Tourist attraction.

Procedure



Assess the condition of the Enterprise.

1. She is presently situated beside the Sea Life Centre at Bicheno, Tasmania and has been there as a tourist attraction since 1980.
2. Travel to Bicheno and document any major structural problems – Inspection by another shipwright or engineer.
3. Determine which would be the most advantageous and safe procedure to return her to Hobart or Margate Marina
 - i.e. By Road Transport,
 - By Sea Transport {Pontoon/water-proof sling},
 - Maybe even repair & recaulk on site
 - and tow by sea.

Funding Possibilities:

● State Government Grants

- (Formation of the Tasmanian Preservation of Historic Vessels and Marine Artifacts)

● Federal Government Grant

- (Formation of the Tasmanian Preservation of Historic Vessels and Marine Artifacts)

● Hobart City Council - (Wharf Re-Development Project)

● Kingborough City Council

- - (Redevelopment of Margate Marina)

● Community Grants

- (Formation of the Tasmanian Preservation of Historic Vessels and Marine Artifacts)

● Commercial Sponsorship – {Use Media}

● Wooden Boat Festival – Project for 2011



TimeSchedule:

- Professional de-masting etc & Preparation for Relocation
 - Within 3 months
- Relocation to Hobart, Margate or other suitable spot
 - Within 6 months
- Restoration to hull
 - Within 18 months
- Restoration to seaworthiness or static display
 - Within 36 months
 - Complete Restoration to Sailing condition
 - Within 48 + months

Other Preservation Possibilities:

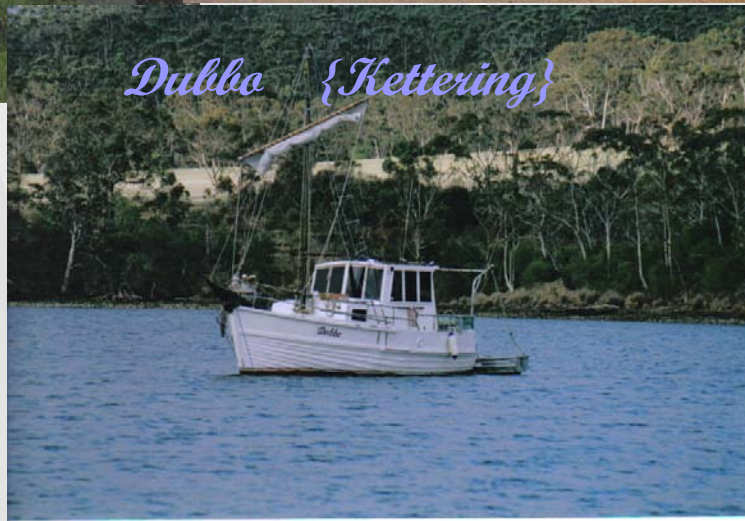
Lucy Lily {Margate}



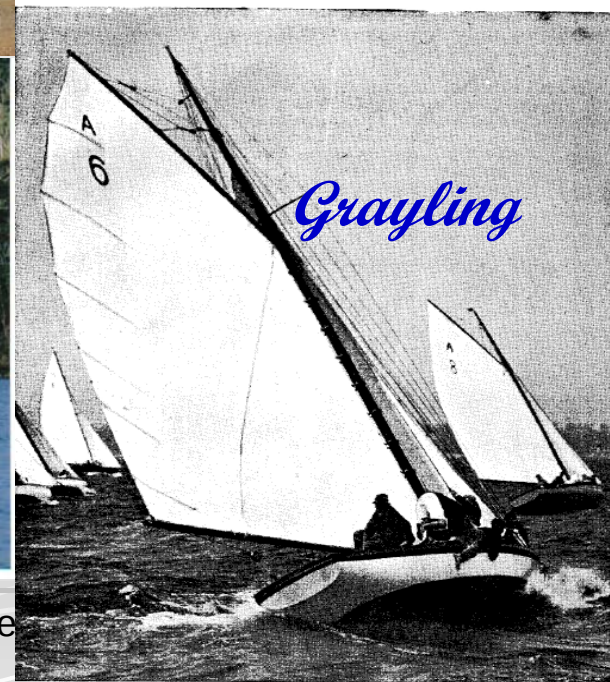
*Lady Jane {or Maggie Jane}
{Margate}*



Dubba {Kettering}

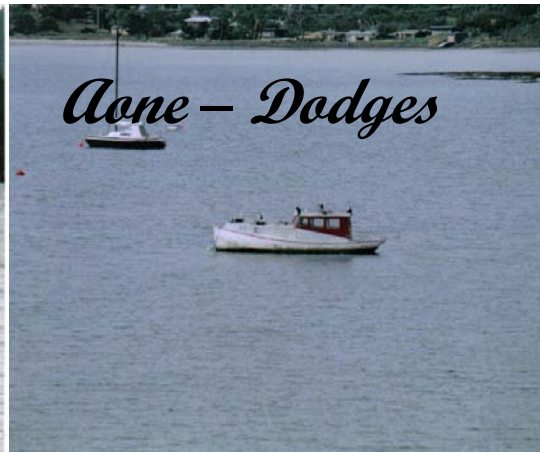


Grayling





Unknown – Franklin



Alone – Dodges



St. Helens

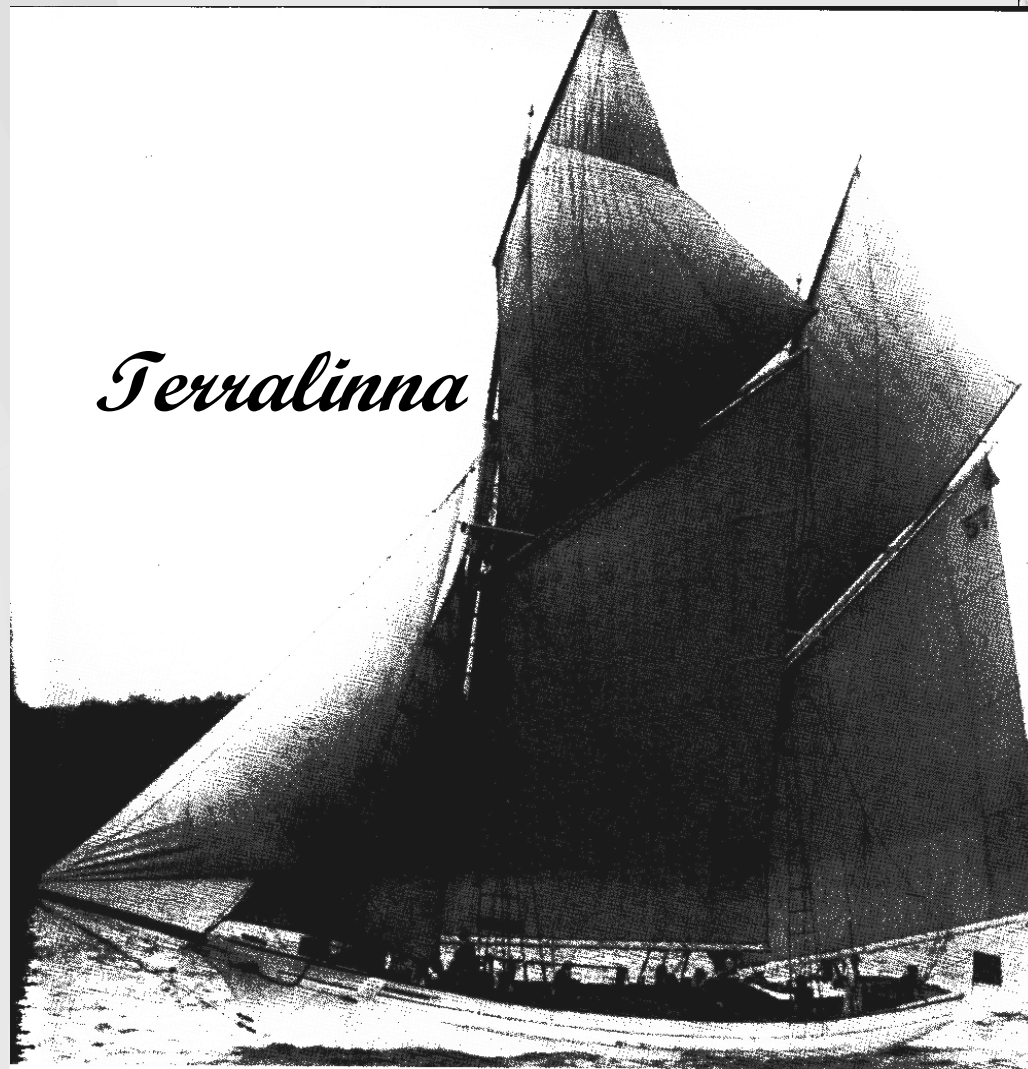


Unknown at Strathblane



Belle Brandon

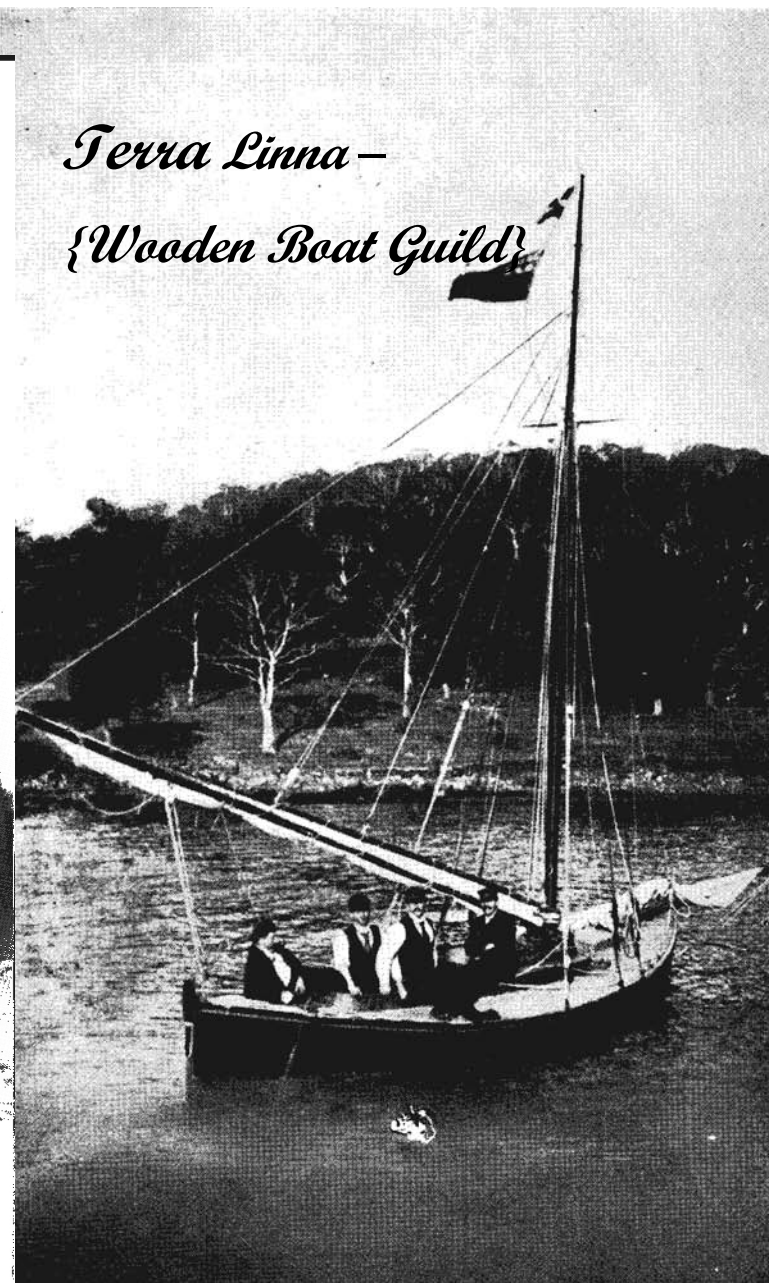




Terralinna

TERRALINNA, Hobart regatta c.1936. Being narrower and sharper in the floors than most of the Hobart barges, she had a definite speed advantage. She was built by Purdon & Featherstone's in 1922 for Jack Sward, and was converted to a fishing vessel in 1943 by J. Norling of Victoria, at the same time having her deck lifted 15 inches. Note the battens in the leeches of the main and mizzen sails, signifying they were her racing sails.

Photo; Beatties of Hobart.



Terra Linna – {Wooden Boat Guild}

Preliminary Cost for Relocation:

1 Preparation

1 1.1 De-masting

"Release mizzen gaff and boom and remove, lay to one side for loading to truck"

"Release main gaff and boom and remove, lay to one side for loading to truck"

Release stays. (Assumed that apprx 25 turnbuckle bolts will need cutting and tempory connection made)

Note: assume bowsprit to stay in place for transport

Franna 15 t inc driver and dogman	1	10	220	\$2,200.00
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"Mob and demob , "	1	8	220	\$1,760.00
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Note: hours above include off-load assuming it is not too far out of the way

"Labour, 2 men 1 day"	1	20	50	\$1,000.00
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Angle grinder & disks	1	10	6	\$ 60.00
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Boom lift for hight access	1	10	200	\$2,000.00
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"Worker compensation for loal labour - 6% of \$8,320"				\$ 500.00
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Truck and driver	1	10	130	\$1,300.00
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Sub-Total:

\$ 8,820.00

Costing continued

1.2 Supporting to bilges (to improve chocking currently in place)

"Supply timber , say 8 pieces 300 x 1000 x 300 HDWD"

200	HDWD	8	0.3	0.3	\$ 144.00
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"Labour , 2 men 1 day"	1	20	50	\$1,000.00
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<u>Sub Total:</u>				<u>\$1,144.00</u>
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1.3 Supporting stern (partial collapse)

Materials

"2 posts approx 2 m tall, rolled section or hollow, scrap"

Steel	1 lot	\$ 50.00
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"20 m wire rope, 12 mm , thimbles, grips, and 2 turnbuckles"

Wire Rope	1 lot	\$ 200.00
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Misc plate etc	Misc	1 lot	\$ 20.00
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"Welder + machine, 1 day"	1	10	75	\$ 750.00
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Labour	1	10	50	\$ 500.00
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<u>Sub Total:</u>				<u>\$1,520.00</u>
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Costing Continued:



1.4	Transport fasten E to subframe (Assume lugs welded on as part of 1.3)				
	"Design and supply lugs, 4 off - 2	10	75		\$1,500.00
	"Load straps, hire"	5	8	5	\$ 200.00
Added	Transport at owners cost				
Added	Repairs to road surface				\$5,000.00
	<u>Sub Total:</u>				<u>\$1,700.00</u>
❖	<u>TOTAL ITEM 1</u>				<u>\$13,184.00</u>

Costing continued:

2 Relocation

(Assumes ramp to be built and E dragged into street for loading)

(Assumption: load is 50 t as per Maureen's documents)

2.1 Jack subframe

20 bearers (sleepers) borrowed

Nil

2 x 50 t jacks hire

2

8

10

\$160.00

"Hand dig tools, borrowed"

Nil

Labour

2

8

50

\$ 800.00

Sub – Total:

\$ 960.00

2.2 Build ramp

"Remove fence, labour"

2

8

50

\$ 800.00

"Re instate fence after job, labour"

2

8

50

\$ 800.00

Costing continued:

<i>Misc materials, fasteners for fence“misc</i>			<i>1 lot</i>	<i>\$ 50.00</i>
<i>Supply road base material,</i>	<i>150 t"50 30</i>		<i>\$/t delivered</i>	<i>\$4,500.00</i>
<i>Machine to push into place and give compaction</i>	<i>2</i>	<i>10</i>	<i>90</i>	<i>\$1,800.00</i>
<i>Labour (inc traffic control)</i>	<i>2</i>	<i>20</i>	<i>50</i>	<i>\$2,000.00</i>
<i>Road plates, hire 40 off @ \$50/day /each"</i>		<i>1 lot</i>		<i>\$2,000.00</i>
<i>Road plates, del and p/up"</i>		<i>1 lot</i>		<i>\$1,300.00</i>
<i>Bobcat and op to place</i>	<i>1</i>	<i>20</i>	<i>90</i>	<i>\$1,800.00</i>
<i>Labour</i>	<i>2</i>	<i>20</i>	<i>50</i>	<i>\$2,000.00</i>
<i>Sub Total:</i>				<i>\$17,050.00</i>

2.3 Remove E

Assume use Cat D7 or similar to drag up ramp

Assume heavy duty drop deck to transport and Cat pushes E onto drop deck

Costing continued:



Hire of D7 for loading	1	10	200	\$2,000.00
Hire of D7 for un-loading	1	10	200	\$2,000.00
"Floating in, relocate and float out"	1	10	200	\$2,000.00
Bobcat and op to relocate road plates	2	10	90	\$1,800.00
Labour	3	20	50	\$3,000.00
Traffic Control			1 lot	\$3,000.00
Added police escort	1	10	100	\$1,000.00
<u>Sub Total:</u>				<u>\$14,800.00</u>

Costing continued:

2.4 Make Good

Remove ramp. Assumes material is spread on site

Bobcat and op	1	10	90	\$ 900.00
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Labour	1	10	50	\$ 500.00
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Repair fence - previously considered.

Repair nature strip

Supply and lay turf - Supply 400 m2 @ \$5/m2	1 lot	\$2,000.00
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Council fees	1	1	1000	\$1,000.00
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<u>Sub Total:</u>				<u>\$ 4,400.00</u>
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2.5 <u>Off-load</u> - Included in above figures	0.00
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<u>TOTAL ITEM 2</u>	<u>\$37,210.00</u>
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❖ <u>GRAND TOTAL</u>	<u>\$50,394.00</u>
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