



# AMATEUR BOAT BUILDERS' ASSOCIATION

February March 2016

## ROSE-F - CENTENARIAN AND NATIONAL TREASURE



**Rose-F sailing again — Bunbury early 2016**

The subject of both the last Technical Meeting on Wednesday 3rd February and the Toolbox Meeting on Saturday 5th March was the pearl lugger, 'Rose-F', purchased about a year ago by brothers (and ABBA members) Jeremy and Andrew Eagleton. Rose-F is the only pre WWI lugger still in the water, although one other (Mitchell, built 1909) exists in Queensland.

At the Technical Meeting, we had a very interesting presentation that touched on the early history of the pearling industry and the details of Rose-F's involvement in this and other industries over her 113 year life. The presentation also included the work that Andrew and Jeremy have done to date – most specifically in Bunbury in preparation for taking Rose-F to sea again to bring her to Fremantle. At the Toolbox visit, we were able to fully inspect Rose-F in her pen at Fremantle Cruising Yacht Club and hear more from the brothers about their future plans for Rose-F.

This newsletter will capture the key aspects of Rose-F's history but the story is best told by the pictures on the later pages.

Early Pearling was undertaken by Aborigines free diving as far back as 1868 and pearling became the fourth largest state revenue earner. Aborigines phased out of the industry when dress diving commenced around 1912 and Japanese divers became the major participants in the industry.

Rose-F was built in Fremantle in 1903 as a sailing pearling lugger for Frank Biddles & John Crawford Simpson, pearlery of Broome. She was built by W. Mooney, a builder who was apparently not one of the well-known "names" of WA boat building. She was constructed of Cadjibut and Tuart grown frames and first registered on 10<sup>th</sup> March, 1903. Her official number was 117795 and she was of 12.24 tons with dimensions of 37.4 x 12.5 x 3 feet. After completion, she was immediately sailed to Broome where she commenced her pearling trade. She subsequently had a number of pearling owners in Broome. For a period from 1904 to 1908, she belonged to a Mark Rubin who we are told had migrated from Poland with nothing, had made money selling axe handles in the Goldfields and subsequently owned a fleet of luggers in Broome. Much later, after WWI, she was refurbished in Broome and lengthened to 40 feet. She then displaced about 21 tons and her draft increased to 4 feet.

During the post WWI period, from 11<sup>th</sup> December, 1919, she belonged to one Louis John Goldie, pearler, who for the two year period 1925-26 appears to have renamed his vessels from Greek mythology before reverting to their original names in 1927. It appears that Rose-F was renamed PHAEDRA at this time.

With the commencement of WWII in 1939, Rose-F was requisitioned by the Commonwealth Government under the National Security Act 1939/40 and from December 1942 was pressed into wartime service by the RAN. As war came to an end, she was embroiled in a compensation battle between Goldie and the RAN but eventually sold by tender and re-registered in Fremantle in 1947.

The next significant phase of Rose-F's recorded history is the period of the 1960's and 1970's. She was initially owned and operated by Vince Miragliotta, crayfishing out of Geraldton and later sold to Longvar and used for wet fishing at Geraldton for a short while before being sold to Fremantle owners and employed in scallop dredging in Cockburn Sound.

In 1977, Rose-F ran aground at Yanchep and was extensively damaged on her port side. She was salvaged and extensively rebuilt at Marko Sambraillo's slipways as a recreational vessel.

In the 25 years prior to 2015, she had a single owner, Phil Norton, who initially used her for fishing and then, during the 1990's, converted her hold to deck-house-covered accommodation. Eventually her upkeep became too much for him and he sold her to the Eagleton brothers, Andrew and Jeremy.

During the first 6 months of restoration on a mooring in Bunbury they removed 300 L of sludge from the bilge, sludge from inside the cooling system, did a major clean up to air coolers and to the heat exchangers. During this process the pump impellor was found to be missing 3 or 4 blades. They have also replaced the bow rollers, installed new chain plates, and replaced the rigging screws. When they were satisfied that she was relatively sea worthy they undertook the transfer of Rose-F to her current berth at the Fremantle Cruising Yacht Club. This voyage was undertaken using sails and motor, the sails having been cut by Taskers in 1980.

Rose-F is registered as a schooner but is arguably a gaff rigged ketch. She has Oregon masts that have been cut down from their original size. Below decks she has a galley plus 3 bunks, toilet, and massive fuel tanks (3000L). Prior to the transfer from Bunbury, Andrew and Jeremy installed an aluminium day tank to ensure a clean and reliable fuel supply for the journey. As an aside, this proved somewhat of a challenge to get in through the wheelhouse door and down into the engine room. The engine is a Volvo MD70A of about 90 horsepower and is approximately 48 years old.

With Rose-F now in Fremantle, the brothers are working towards bringing her out of the water during winter to fully examine the below waterline areas and undertake any refastening, re-planking and/or re-caulking found necessary. Her ribs have been extensively sistered and appearances on the inside suggest her timbers are in generally good condition. However her exterior has been glassed over and they may remove this to allow a better inspection of the condition of the underlying timbers. They have also had initial discussions with Aaron Woodall regarding provision of appropriate cathodic protection of the hull and fittings.

Rig wise, they have managed to acquire a mainmast salvaged from a similar lugger regrettably wrecked in a Bunbury storm during 2015. In turn, the current mainmast may be able to be redeployed as the mizzen. However, they are on the lookout for traditional blocks and would appreciate advice from any members who might know where to acquire same.

Andrew and Jeremy will be using Rose-F for family recreation and intend to return her to her original sailing configuration. They will be doing much of this work themselves and have the necessary complementary skills. Jeremy is in the building trade, is a sailor and jack-of-all-trades, and is doing much of the routine carpentry and shipwrighting. Andrew, with his mechanical experience as an engineer working on prawn trawlers in the gulf, will be doing much of the engineering.

This has been a very interesting Technical/Toolbox Meeting cycle in the ABBA calendar and we know that Andrew and Jeremy are very aware of how special this project is, not only for them, but for the whole maritime heritage community. We thank them for so keenly sharing their experience to date with ABBA members. We wish them every success as they continue with this huge project and we look forward to further progress reports along the way.

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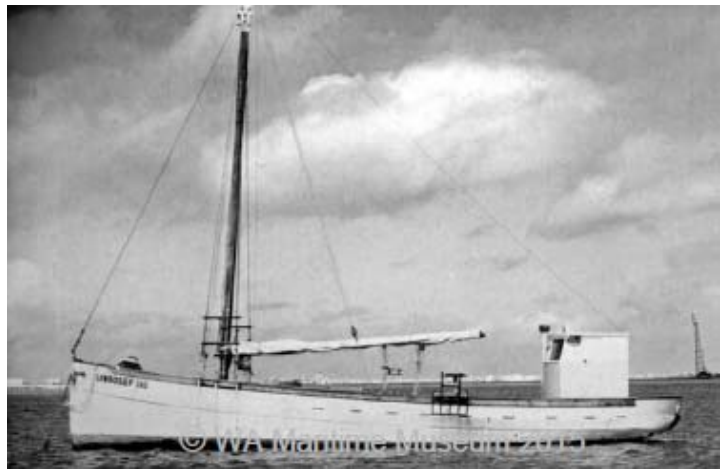
Rose-F following her launching in 1903



Luggers were in abundance in Broome pre WWII



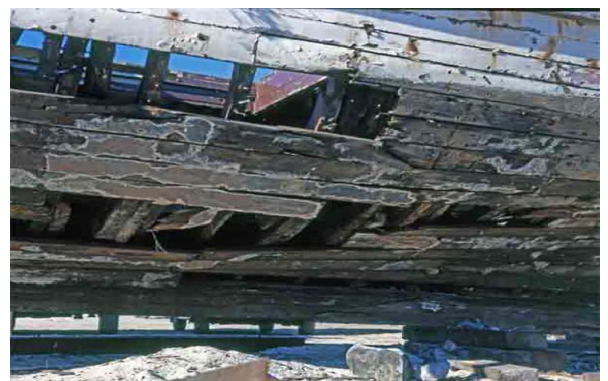
This could be Rose-F during one of her Broome rebuilds



Rose-F during her life in Geraldton



In bad shape at Marko's after the 1977 grounding at Yancheep



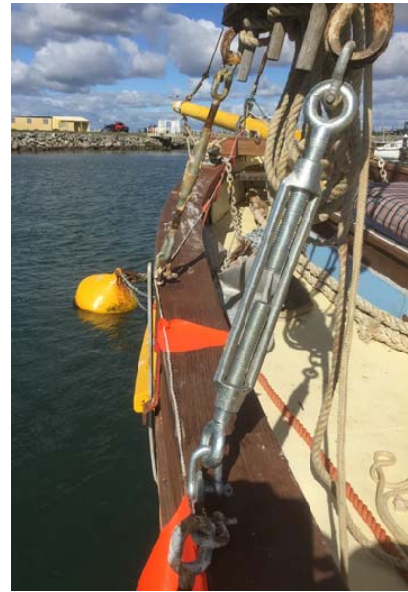
1977 at Marko's — a massive job ahead



Clean decks after the 1977 Marko's rebuild



Afloat again and ready for another life after the 1977 Marko's rebuild



Following their purchase of Rose-F in 2015, Andrew and Jeremy replaced chainplates, rigging screws, bow roller and bob stay fittings and rigging in preparation for the trip from Bunbury to Fremantle.



In the Engine Room, all the essential components were refurbished and painted including filters and heat exchangers.



Sailing again — Bunbury early 2016.

Rose-F Fremantle Cruising Yacht Club — ABBA Toolbox Saturday 5th March 2016





Hedwig the owl on top of the wheelhouse — not there to scare the birds but to remind Andrew and Jeremy to make wise decisions.



Age is no barrier to walking the plank!



And if you happened to check out North Mole after the Toolbox you would have seen Aurora Australis returning to Fremantle after her most recent and eventful voyage to the Antarctic.



## ADMINISTRATION NOTES

### ABBA COMMITTEE

President	Ken Potts	0421 178 991
Sec/Treasurer	Bruce Cadee	9259 0844
General Committee	Rob Bingham	9246 0202
	Ed Essers	0406 050 989
	Harry Speight	9295 4518
Newsletter Editor	Chris Davis	9387 5042
Library	Rosemary Nayler	9455 1470

### APRIL TECHNICAL MEETING

The technical meeting of Wednesday 6<sup>th</sup> April will be a presentation of the first half (45 mins) of a video "Two Men in a Punt – In the wake of the Huon Piners". In the video, an ex-logger and a mate follow the trails of the old Huon Pine loggers in the Tasmanian forest east of Strahan. It's a gentle documentary, un-staged and lots of friendly banter, with cuts to a number of interesting interviews with various old loggers. There is a strong connection to Tassie boat building through the Huon Pine subject matter, and there's a reasonable smattering of pictures/films/discussions on boats. But the main focus is the relationship between the two blokes, which is entertaining, and the wilderness through which they were travelling, which is stunning.

### MAY TOOLBOX VISIT

The toolbox visit of Sat 7<sup>th</sup> May will be to the home of ABBA member Phil Cook who is building a 4.5m Iain Oughtred designed 'Gannet' sailing dinghy. The open plywood clinker dinghy will be nearing completion by the time of our visit. As a teenager, Phil used to sail Lasers on the Lane Cove river in Sydney and has not sailed since then. But he has wanted to build a boat for years and bought plans for the Gannet about six years ago. However, it wasn't until January 2015 that he decided to start building in his car port at home, not an ideal workshop he says. This is the first boat he has owned or built, and he's been a member of the ABBA for about a year since starting working on the boat. Phil's address is 28 Halliday St, Bayswater. This is a quiet cul-de-sac, and his house is easy to find as the car port is at the front of the property.

### SPECIAL NOTE -- SHIRTS & ABBA LOGOS

Don't forget — if members wish to bring along their own shirts to the next meeting then Bruce Cadee can arrange for logos to be embroidered. Members can bring as many shirts as they like but the club will pay for up to 2 logos. If we could do this in batches if at all possible this would be best for our supplier.



## ADMINISTRATION NOTES (Cont'd)

### **ABBA LOGO**

Members are reminded that Bruce Cadee has made arrangements with Shaun Luong of Image Embroidery at 26 Tulloch Way, Canning Vale (Phone 9456 2324 Mobile 0403 250 389) for an embroidered ABBA logo. The logo can be applied to your own clothing (assuming it can be accommodated in their equipment) or to shirts, caps or hats purchased through Image Embroidery. Feel free to call in on Shaun to look at the limited range of clothing he has on site or visit the following web sites to choose your preferred style, size and colours. The weblinks below are only examples of the wide range available. Half chest measurements are included on the web sites to help ensure you select the correct size. Ladies styles are also available.

### **Clothing (excluding Logos)**

**Style 1300** – Aussie Pacific Mens Murray Polo, Navy/White/Ashe or White/Navy/Ashe - **\$20.00 + GST each**

**Weblink:** [http://www.aussiepacific.com.au/the-murray-polo-navy-white-s?color=Navy%2FWhite%2FAshe&primary\\_color=Navy&secondary\\_color=White](http://www.aussiepacific.com.au/the-murray-polo-navy-white-s?color=Navy%2FWhite%2FAshe&primary_color=Navy&secondary_color=White)

**Style 1304** – Aussie Pacific Mens Eureka Polo, Navy/White/Ashe or White/Navy/Ashe - **\$21.00 + GST each**

**Weblink:** [http://www.aussiepacific.com.au/mens/polos/eureka-polo-sky-navy-s?color=Sky%2FNavy%2FAshe&primary\\_color=Sky&secondary\\_color=Navy](http://www.aussiepacific.com.au/mens/polos/eureka-polo-sky-navy-s?color=Sky%2FNavy%2FAshe&primary_color=Sky&secondary_color=Navy)

### **Hats/Caps (excluding Logos)**

**Style 4199** – Headwear Brushed Heavy Cotton Cap, White/Navy (many other colours available too) - **\$6.50 + GST each** **Weblink:** <http://au.headwear.com.au/productDetails.cfm?&prodID=53&prodCatID=2&pageNumber=1>

(Also refer poly/cotton legionnaires hats Styles 4057 or 4126 for maximum sun protection under website sub heading 'Hats, Visor & Beanies' <http://au.headwear.com.au/productList.cfm?&pCategoryID=7>)

**Style 4199** – Headwear Brushed Heavy Cotton Cap, White/Navy (many other colours available too) - **\$6.50 + GST each (includes poly/cotton legionnaires hats for maximum sun protection under website sub heading 'Hats, Visor & Beanies')**

**Weblink:**

**Style 4223** – Brushed Sports Twill Bucket Hat, White/Navy (many other colours available too) - **\$8.00 + GST each**

**Weblink:** <http://au.headwear.com.au/productList.cfm?&pCategoryID=7&page=2>

To make your annual membership even more value for money, ABBA will pay for up to 2 logos per financial year to be applied to your items of clothing. The current cost to ABBA is \$7.15 per logo. There is no intention for this to be an ABBA uniform so the choice of style and colour is totally yours. If you are seen wearing the logo while building, working on or using your boat or anywhere for that matter it might get people asking questions and wanting to join our association. You are free to deal direct with Image Embroidery but please ensure you get an itemised invoice showing a separate price for the logo and present this to Bruce Cadee for reimbursement. Bruce Cadee is happy to take orders and liaise with Image Embroidery if you so wish.