



11 June 2009

Senator Anne McEwen  
Chairperson Senate Standing Committee on Environment, Communications and the Arts  
PO Box 6100  
Parliament House  
Canberra ACT 2600



Dear Senator,

### Clipper Ship 'City of Adelaide'

I am writing to you to highlight that responses to senators' questions pertaining to the historic clipper ship 'City of Adelaide' at the public hearing on Wednesday 27<sup>th</sup> May 2009 are incorrect.

I am a director of a non-profit organisation that seeks to save from demolition the world-heritage clipper ship 'City of Adelaide' by transporting her to South Australia before the state's 175<sup>th</sup> Jubilee in 2011. We wish to preserve the 'City of Adelaide' on land and establish this world-heritage, namesake ship as a centrepiece of Port Adelaide, increasing visitor potential. Our patron is His Excellency Rear Admiral Kevin Scarce AC CSC RANR Governor of South Australia. Our members comprise professional business people, including heavy-lift engineers, and Labor and Liberal State Members of Parliament.

By way of background, the 'City of Adelaide' sits on a slipway in Scotland. The Scottish Maritime Museum (SMM), which owns the ship, has been served with a notice to remove it. With few options available to them, they have applied for demolition which has been approved.

Having brought migrants to Australia for nearly a quarter of a century, 240,000 South Australians are descended from its passengers today. In a joint letter to the SMM pleading the case for the clipper, Professor Geoffrey Bolton, AO (Murdoch University), Professor David Carment (Northern Territory University) and Dr. Tom Griffiths (Australian National University) described the 'City of Adelaide':

"As the only surviving sailing ship built to give regular passenger and cargo service between Europe and Australia, she represents a whole foundation era of Australian social and economic history. It is difficult to imagine a more vital icon of the making of modern Australia and of the relationship between Britain and the Australian colonies."

Tenders for demolition of the 'City of Adelaide' are being called in a few months. The SMM is seeking heritage funding for the demolition. Using heritage funds to save the ship instead of demolition is a better outcome for all. We believe that UK sourced funding will cover approximately 50% of the costs to ultimately transport the 'City of Adelaide' to Port Adelaide.

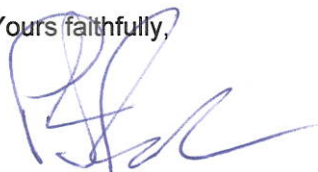
The following table includes two columns: the left column is an extract from Hansard with the relevant questions asked by Senator Birmingham and Senator Wortley together with the responses given; the right column identifies the errors in those responses. The major concerns relate to the representation that plans are to restore the clipper to sea-going condition at great expense, and the incorrect view that little of the ship remains – the Attachment 1 photographs clearly demonstrate this.

As you will see from the attached information, the ship's hull is intact, and preservation is not an expensive option.

Extensive details regarding the world heritage value and significance to Australia and South Australia can be viewed on our website at [www.cityofadelaide.org.au](http://www.cityofadelaide.org.au).

I respectfully request that you table this letter and circulate it to all Senators. We would also welcome the opportunity to appear before the committee when it is next in Adelaide.

Yours faithfully,



**Peter Roberts**

**Director & Naval Architect**

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Senator Dana Wortley  
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HANSARD	COMMENTS
<b>Senator BIRMINGHAM</b> -Have you been approached at all about the <i>City of Adelaide</i> clipper ship?	
<b>Ms Williams</b> -Yes, I have.	
<b>Senator BIRMINGHAM</b> -You have?	
<b>Ms Williams</b> -So have other museums in Australia, of course.	
<b>Senator BIRMINGHAM</b> -My understanding is the <i>City of Adelaide</i> clipper ship is currently sitting on a wharf somewhere in Glasgow.	
<b>Ms Williams</b> -Yes.	
<b>Senator BIRMINGHAM</b> -And it is at risk of being dismantled in the coming years. It is currently owned by the British-	
<b>Ms Williams</b> -The Scottish Maritime Museum, I believe.	
<b>Senator BIRMINGHAM</b> -That is right. They have determined that they cannot afford the space and so on and they cannot afford to restore it, and in the absence of any other willing purchaser it will have to be dismantled, which is essentially code for most of it being turned into scrap, I assume. Have you been able to provide any advice or assistance to those who have been attempting to lobby to save the ship on how they might be able to go about it?	
<p><b>Ms Williams</b>-</p> <p>The issue of restoring large ships is very difficult.</p> <p>We must be offered several of them a year.</p> <p>You can imagine the cost of maintaining these vessels in the water, let alone the money you would need to invest in them to restore them.</p> <p>I have seen photographs of the <i>City of Adelaide</i>, which used to be the <i>Carrick</i>, incidentally.</p> <p>This clipper ship has a European history as well as an Australian history-bringing migrants to Australia.</p>	<p>The Clipper Ship 'City of Adelaide' Ltd. (CSCOAL) is not intending to restore the 'City of Adelaide'. Our goal is preservation – the same approach as with the 'Edwin Fox' in New Zealand.</p> <p>CSCOAL is not proposing that the 'City of Adelaide' become part of the ANMM in Sydney. The history of the 'City of Adelaide' is uniquely South Australian and under Burra Charter principles is most appropriately displayed in South Australia. Please refer to <b>Attachment 2</b>.</p> <p>Preservation of the 'City of the Adelaide' on land is the goal – not restoration.</p> <p>Misrepresentative – the 'City of Adelaide' was built in 1864 as a passenger ship to serve the South Australia trade. She was the first ship built for the famous shipping line Devitt and Moore ahead of other famous clippers such as the 'South Australian' and 'Torrens'. When sold to the British Admiralty in 1922 she was renamed 'Carrick' as there was already an 'Adelaide' in the Royal Navy. At a 2001 conference convened by HRH Duke of Edinburgh the ship's name reverted to the original 'City of Adelaide'.</p> <p>The 'City of Adelaide' is the most important surviving migrant sailing ship in the world, and she exclusively brought migrants to South Australia. Please see <b>Attachment 2</b>.</p>

HANSARD	COMMENTS
<p>It is in very, very poor condition.</p> <p>There is very little of it left.</p> <p>The problem for the British historical community, as it is for ours, Senator, is the cost of restoring the vessel, of bringing it to Australia. Then of course you need a business plan, and once you do that, what do you do with it? Do you operate the ship? Do you maintain it as a museum vessel? It is a very vexing question and one has to take these decisions extremely seriously because it is a long-term commitment on the community that takes on a project of this scale. You would be talking-I would hazard a guess-of a minimum of something like \$18 million to 19 million. In our climate today that is a lot of money, for Britain or for anybody in Australia.</p>	<p>The hull of the 'City of Adelaide' hull is in better condition than the 'Cutty Sark' before the fire/restoration. She is also in better condition than the 'Edwin Fox'.</p> <p>Whilst the 'City of Adelaide' is de-rigged, her hull (&gt;700 tonnes) still remains – please refer to <b>Attachment 1</b>. Even a replacement rudder manufactured in South Australia in 1877 after the clipper lost her rudder in a storm off Kangaroo Island requiring remarkable seamanship to get her passengers safely to Port Adelaide – please refer to <b>Attachment 3</b>.</p> <p>This misrepresents that the intention is restore the 'City of Adelaide' to sea-going standard. This is neither correct nor practical.</p>
<p><b>Senator BIRMINGHAM</b>-That is a guesstimate for a total restoration?</p>	
<p><b>Ms Williams</b>-Bringing the ship or what is left of it to Australia would be expensive in itself.</p> <p>It would have to come out on a ship lift. Obviously it cannot sail; it is in no condition to do so.</p> <p>Then you would have to start from scratch to do the restoration work on the ship. It would be virtually a rebuild in that ship's case.</p>	<p>This again misrepresents that there is little of the 'City of Adelaide' left – please refer to <b>Attachment 1</b>.</p> <p>CSCOAL has identified that the cheapest option to bring the 'City of Adelaide' out is via dock-ship – please see <b>Attachment 4</b>. A regular service comes to Australia bi-annually to deliver and pick-up mega-yachts. There might also be in-kind opportunities such as when Australia's two new LHD Amphibious Ships are delivered by heavy-lift ship to Australia. There is sufficient spare room on those heavy-lift ships to carry six clippers the size of the 'City of Adelaide' – please see <b>Attachment 5</b>.</p> <p>This again misrepresents that restoration instead of preservation is the goal.</p>
<p><b>Senator WORTLEY</b>-What would be the ongoing cost of upkeep?</p>	
<p><b>Ms Williams</b>-We have our own replica ship <i>Endeavour</i>, of which we are intensely proud, and to keep that ship in AMSA survey to qualify it for sailing outside Sydney Harbour it costs us about \$800,000 a year. That is not to staff the ship whilst at sea or supply the ship at sea. So they are very expensive creatures to maintain.</p>	<p>It is not realistic to compare the maintenance of keeping a ship in ocean-going AMSA survey with that of a static museum vessel such as the 'Edwin Fox' or 'Cutty Sark'.</p> <p>Included in the maintenance costs for the passenger carrying 'Endeavour' are the following costs which are not incurred by a static museum vessel such as 'Edwin Fox':</p> <ul style="list-style-type: none"> <li>• Diesel propulsion engines</li> <li>• Gearboxes</li> <li>• Diesel generators</li> <li>• Fuel and oil storage and distribution</li> </ul>

HANSARD	COMMENTS
	<ul style="list-style-type: none"> <li>• Electrical distribution system</li> <li>• Switchboards and protective devices</li> <li>• Fire extinguishing systems</li> <li>• Sails and rigging</li> <li>• Galley and galley equipment</li> <li>• Accommodation</li> <li>• Refrigeration spaces</li> <li>• Sewage system</li> <li>• Potable water distilling equipment</li> <li>• Potable water storage and distribution</li> <li>• Sea-water circulation</li> <li>• Laundry equipment</li> <li>• Ventilation</li> <li>• Garbage disposal</li> <li>• Navigational Equipment – electronic and non-electronic.</li> <li>• Radio and satellite telephones</li> <li>• Life-rafts and life-saving equipment</li> <li>• Ship's boat</li> <li>• Classification and Certification services</li> </ul>
<p><b>Senator WORTLEY</b>-So for the upkeep of the <i>City of Adelaide</i>, you would expect that it would be in that vicinity as well?</p>	
<p><b>Ms Williams</b>-Absolutely-at least as much, if not more. because the <i>City of Adelaide</i> is a bigger ship than <i>Endeavour</i>. Yes. I have given estimates in the past and I could update them but-</p>	<p>For the six years 2000-05, the fully rigged 'Cutty Sark', which also contains museum galleries internally, averaged £22,553 maintenance costs (both salaries and materials).</p> <p>The 'Edwin Fox' has one part-time volunteer shipwright and the Society budgets NZ\$100 each year for materials.</p>
<p><b>Senator BIRMINGHAM</b>-Do you have any estimate-and take it on notice if need be-for costs and ongoing upkeep if it were simply to be dry-docked? Obviously, the most expensive option is to restore it to a sailable option and then the most expensive ongoing maintenance cost~ would be to keep it at that seaworthy level. Presumably a step back from that is to have the transportation costs and all of those. It could then be put in dry dock in some type of state that is obviously better than it currently is; it could be of interest to people, I imagine, but it would not have to be back to a seaworthy state.</p>	
<p><b>Ms Williams</b>-Even if you displayed the vessel in a dry dock, the dry dock itself may have to be restored and put into a safe and good condition, and I am not sure what dry dock could be imagined. So you would need to know what dry dock that might be. It would be hard to give you a guesstimate unless I knew what the future plans for the vessel actually were.</p>	<p>The CSCOAL plan is to locate the 'City of Adelaide' on land at with local heritage vessels 'Falie' and 'Nelcebee' at 'Cruickshank Corner' in Port Adelaide (please refer to <b>Attachment 6</b>) using similar techniques as presently used for 'Nelcebee' and 'Fearless' – please refer to <b>Attachment 7</b>.</p>
<p><b>Senator WORTLEY</b>-What relics are there from the ship? Do we have any?</p>	
<p><b>Ms Williams</b>-None have come to my attention, to be honest. The ship is the only object that was mentioned to me. In Scotland they would</p>	

HANSARD	COMMENTS
probably have some material. I am not aware of any artefacts or associated material with the ship at this stage.	
<b>Senator WORTLEY</b> -Is it possible to find out if there are any relics from the ship in Australia?	
<b>Ms Williams</b> -Yes, I could endeavour to find out.	
<b>Senator WORTLEY</b> -Thank you.	
<b>Senator BIRMINGHAM</b> -Docs Australia have anything similar to the <i>City of Adelaide</i> in any of our museums?	
<b>Ms Williams</b> - Yes, it does. There is a ship that we take some responsibility for in Sydney called the <i>James Craig</i> . It is owned by a community organisation called the Sydney Heritage Fleet. That would be a very good comparison with the <i>City of Adelaide</i> . It is a similar design, a similar size. It is a fully operational ship, so there would be different costs associated with whatever the vessel management plan was going to be. We do not know that with the <i>City of Adelaide</i> .	<p>The 'James Craig' (1874) is an iron barque and is not of similar design to the 'City of Adelaide' which is a composite clipper. The 'City of Adelaide' (1864) and the 'Cutty Sark' (1869) are the world's last two remaining composite clippers. (The 'City of Adelaide' is also the world's oldest surviving clipper ship.)</p> <p>Please refer to <b>Attachment 8</b>.</p>
<b>Senator BIRMINGHAM</b> -You have obviously provided some advice and been contacted previously. Would you be willing to look over, assist or advise those who seek to purchase, restore or rescue the <i>City of Adelaide</i> if possible?	
<b>Ms Williams</b> -I would be more than willing to assist wherever I can, as the museum has done in the past. I think about three or four years ago we spent a fair bit of time and effort to give some estimates of what we thought it might cost to bring the vessel to Australia and to commence some work. but with the <i>James Craig</i> I know the Sydney Heritage Fleet have also been in contact with somebody in Adelaide. I am not entirely sure who but, since it is a vessel of comparative interest, size and nature, they have been in contact with Adelaide as well. But I will keep on the case, Senator.	
<b>Senator BIRMINGHAM</b> -This is a hopeful question. Are there any existing funding sources that you are aware of to assist with such projects?	
<b>Ms Williams</b> -If they were there. I would be applying for them, Senator!	
<b>Senator BIRMINGHAM</b> -Indeed. Thank you, Ms Williams.	
<b>CHAIR</b> -Thank you. Are there any further questions for the Australian Maritime Museum? If not, thank you very much for appearing before the committee today. We appreciate it.	

Photographs of 'City of Adelaide' (1864)

Attachment 1

The suggestion in Hansard that there is not much of the 'City of Adelaide' remaining is not correct.

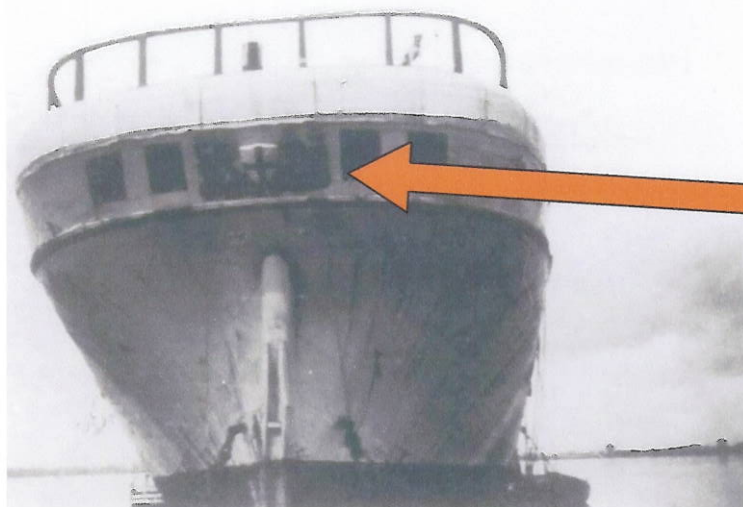


New housing is encroaching on the slipway where the clipper sits.

The owners of the slipway have served notice on the Scottish Maritime Museum to remove the clipper.

## Significance to South Australia

## Attachment 2



The clipper was built in 1864 for the South Australia trade and was named after the capital of the colony of South Australia. She bore the city's coat of arms upon her stern.

The 'City of Adelaide' was purpose built expressly to serve the South Australian passenger trade and for nearly a quarter of a century from 1864 played an important role in the development of the colony of South Australia. She carried all classes of passengers from the rich to the poor, from people 'of substance' to government assisted emigrants.

In the 1800s, thousands of European migrants made the long and arduous voyage to Australia. They all came by sea, many to establish a new life. It was a trade involving hundreds of ships from convict transports to gold rush clippers. Despite the pivotal role of sailing ship migration in the development of the country, the 'City of Adelaide' is the only surviving sailing ship built to give regular passenger and cargo service between Europe and Australia and represents a whole foundation era of Australian social and economic history.

On annual outward voyages she would bring migrants from places such as Cornwall, Scotland, Ireland and Germany, as well as goods necessary for the generation of income needed for the colony's development.





On the 23 return voyages to Britain, the City of Adelaide carried an estimated 60,000 bales of South Australian wool. She was one of a large fleet of sailing ships which annually raced the Australian wool clip to the London markets. She held the record for the fastest sailing time back to London.



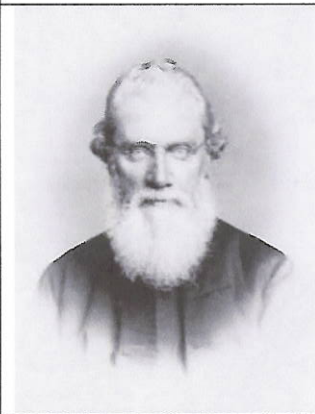


Australia was built on the sheep's back. The country's prosperity depended on wool and the ability to ship it to overseas markets. The dozens of deep-water vessels which were built for that trade are long since gone, all except one, the 'City of Adelaide'.

Together with wool, the 'City of Adelaide' carried the colony of South Australia's other major export, copper, as ballast. She carried it in bags, cakes and ingots for all of the significant mining companies at Kapunda, Burra and on Yorke Peninsula.

Her first class cabins were considered to be the finest of the sailing ship era. Today a quarter of a million living South Australians are calculated to be descendents.



	<p><b>Matilda Methuen – wife of Peter Waite</b></p> <p>Matilda Methuen arrived at Port Adelaide on Monday 7th November 1864 on the maiden voyage of the 'City of Adelaide'. She had travelled to South Australia expressly to marry <b>Peter Waite</b>. Exactly two weeks later, on the 21st November, the couple were married at the Woodville home of their fellow Scotsman, pastoralist <b>Robert Barr Smith</b>.</p> <p>The family lived at Paratoo on the "Eastern Plains" in the mid-north of the State until they bought <b>Urrbrae</b>, near Adelaide, in 1874.</p> <p><a href="http://cityofadelaide.org.au/matilda-methuen.html">http://cityofadelaide.org.au/matilda-methuen.html</a></p>
	<p><b>The Honourable Sir John Cox Bray, KCMG, JP – Premier of SA</b></p> <p>Mr Tom Cox Bray and Mrs Sarah Bray were making a nostalgic trip back to Adelaide with their two daughters Sarah Ann, 20, and Blanche Louisa, 16, and to visit their younger son John Cox Bray who was studying in Adelaide. Once a humble shoemaker family, they were now able to enjoy the first class saloon on the brand new 'City of Adelaide' during its maiden voyage. Sarah Ann kept a diary during the voyage and this is therefore the earliest of the diaries kept by a passenger on the 'City of Adelaide'. John Cox Bray was later to become the first native-born Premier of South Australia.</p> <p><a href="http://cityofadelaide.org.au/john-cox-bray.html">http://cityofadelaide.org.au/john-cox-bray.html</a>  <a href="http://cityofadelaide.org.au/diary-of-sarah-ann-bray.html">http://cityofadelaide.org.au/diary-of-sarah-ann-bray.html</a></p>
	<p><b>George Woodroffe Goyder – South Australian Surveyor General</b></p> <p>Best remembered for establishing Goyder's Line of rainfall, Goyder was sent by the South Australian government to found a settlement in the Northern Territory (which was then part of SA). George led a hand-picked expedition into this untamed tropical country, and accomplished the task in 1869.</p> <p>As his wife's health was not strong, George sent Frances, their nine children - aged from 1 to 14 - and Frances' younger sister, Ellen, on a holiday trip back to their family in England. The Goyders sailed on the 'City of Adelaide' when it left Port Adelaide in December 1867 and they reached London in April 1868.</p> <p>In April 1870, six weeks before the family was due to leave on the return trip, Goyder's wife died in Bristol. It was his sister-in-law Ellen who had to bring the nine Goyder children back to their father. Again they were passengers in the 'City of Adelaide', and they were landed safely at Port Adelaide in August 1870.</p> <p><a href="http://cityofadelaide.org.au/goyder.html">http://cityofadelaide.org.au/goyder.html</a></p>
	<p><b>Joseph Towan Nancarrow – Cornish copper miner</b></p> <p>Joseph Towan Nancarrow aged 38, with three of his daughters - Jane (13), Edie (6) and Myrtle (4) - shortly after the death of his wife in 1894.</p> <p>In the 1860s, the decline of copper and tin mining in Cornwall left many miners unemployed. Like so many other Cornishmen Joseph Nancarrow, 17, his parents and extended family of 12 became Government-assisted migrants to Moonta in South Australia where the newly-opened copper mines were booming and work was plentiful.</p> <p><a href="http://cityofadelaide.org.au/account-of-joseph-nancarrow.html">http://cityofadelaide.org.au/account-of-joseph-nancarrow.html</a></p>

	<p><b>James Anderson McLauchlan</b></p> <p>James &amp; Caroline McLauchlan with five of their nine children (c 1889).</p> <p>James, when 21 years old, migrated from Scotland to South Australia aboard the 'City of Adelaide' in 1874 with 256 other assisted migrants.</p> <p>James kept a diary of the voyage which survives to this day.</p> <p><a href="http://cityofadelaide.org.au/diary-of-james-mclauchlan.html">http://cityofadelaide.org.au/diary-of-james-mclauchlan.html</a></p>
	<p><b>Henry Martin</b> – working proprietor of Blinman Copper Mine in Flinders Ranges</p> <p>Seeing an excellent chance to exercise a level of control over the use of a ship and its freight charges, Henry Martin pledged to take a share in the 'City of Adelaide'. Henry was the driving force in the development of the Blinman and Yudnamutana mines in the Flinders Ranges. He put a gang of men to work to make the necessary cuttings and clear a new line of road through the Brachina Gorge from Blinman to Port Augusta.</p> <p>When the 'City of Adelaide' voyaged to South Australia, she unloaded at Port Adelaide and then moved to Port Augusta to pick up copper ore and wool.</p> <p><a href="http://cityofadelaide.org.au/henry-martin.html">http://cityofadelaide.org.au/henry-martin.html</a></p>
	<p><b>Archdeacon William Woodcock</b></p> <p>When Archdeacon Woodcock travelled on the City of Adelaide from London to arrive home at North Adelaide in October 1866, he was completing a return trip to England prescribed by his panel of three doctors. In the 19th century era when the 'City of Adelaide' was making her trips to and from South Australia, it was common for doctors to recommended sailing ship voyages for patients suffering from a wide range of illnesses.</p> <p><a href="http://cityofadelaide.org.au/archdeacon-william-woodcock.html">http://cityofadelaide.org.au/archdeacon-william-woodcock.html</a></p>
	<p><b>George &amp; Annie Wilcox</b></p> <p>Having been married only a few weeks earlier, George, 26, and Annie, 24, boarded the brand-new ship in August 1864 to sail for South Australia and to set up home in Gawler. Arguably, there were no passengers who can be more closely identified with the City of Adelaide than this couple.</p> <p>They were aboard the same ship on a trip to revisit England, when Annie gave birth at sea to a son, <b>George Seaborne Wilcox</b>, on 30 January 1873, 25 days before they docked in London. In the following year George returned to South Australia on the City of Adelaide with four Wilcox children.</p> <p><a href="http://cityofadelaide.org.au/george-and-annie-wilcox.html">http://cityofadelaide.org.au/george-and-annie-wilcox.html</a></p>
	<p><b>1874 Grounding near Grange Beach</b></p> <p>In June of 1874 the 'City of Adelaide' again left London bound for South Australia. Among her passengers were 146 English, 46 Scots, 60 Irish and 5 "foreigners" bound for the new land - in total there were 257 souls aboard. Sadly, during the voyage, an outbreak of Scarlet Fever took the lives of six young passengers. There was also one birth aboard.</p> <p>At 3am on the 24th August 1874 the City of Adelaide anchored off Kirkcaldy Beach. Later in the morning she dragged on her anchor during a storm and became stranded. Some cargo was taken off, and she was re-floated and moved around to Port Adelaide where the passengers disembarked safely.</p> <p><a href="http://cityofadelaide.org.au/1874stranding.html">http://cityofadelaide.org.au/1874stranding.html</a></p>



NATIONAL NEWS

## Integrated wood processing plant slowly coming online

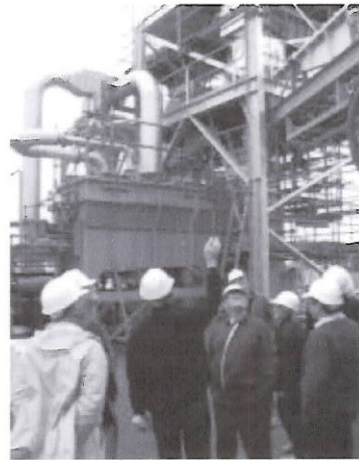
Narrogin's Integrated Wood Plant (IWP) for processing a range of products made from oil mallee products is gradually being brought online.

A joint venture between Western Power and the Oil Mallee Company, the \$14 million IWP will use oil mallee trees being grown in their millions in WA's south west wheat belt to produce high value activated carbon, eucalyptus oil and generate renewable electricity from the leftover biomass.

The plant has already produced heat and charcoal, and it is anticipated electricity from the plant will be put into the local network this month. The eucalyptus oil system has been fully commissioned and should be producing oil shortly.

The IWP is two years behind schedule. A Western Power spokesman says the plant has experienced a number of teething problems, but that was to be expected given it is pioneering a new technology.

– Gib Wettenhall



Board of Integrated Wood Plant at Narrogin reviewing progress.

## AFG links with A3P for the good of industry biosecurity

AFG has agreed to financially support A3P's (Australian Plantation Products and Paper Industry Council) membership of Plant Health Australia (PHA).

"AFG is funding the hardwood plantation component of the PHA membership in recognition of our close working relationship and the synergies between the two organisations," says AFG Chief Executive Warwick Ragg.

PHA is the national body responsible for managing and co-ordinating the development of national plant health policy and capability in Australia. Its members include the Australian and State Governments and 21 plant industry sectors. A3P joined PHA on behalf of the plantation forestry industry in January 2005. PHA has commenced the process of developing an industry biosecurity plan for the plantation industry. This is being funded in part by the Forest and Wood Products Research and Development Corporation.

The plan will be developed under the auspices of a steering

committee chaired by A3P and include eminent forest health scientists and company representatives from the plantation sector. The plan will draw on previous work, including the Generic Incursion Management Plan for the Australian Forest Sector, which was developed under the auspices of the Standing Committee on Forestry and published in 2000.

"Following completion of the industry biosecurity plan," says Warwick Ragg, "A3P and AFG will need to consider signing the Emergency Plant Pest Response Deed."

The Deed covers the funding and management of responses to emergency plant pests and replaces existing informal government arrangements. The governments and the majority of plant industries have already signed the deed.

In conclusion, Warwick Ragg says: "The relationship between PHA and A3P/AFG is expected to form the basis for the establishment of comprehensive exotic pest incursion management arrangements for the ongoing protection of the plantation forestry sector."

– Warwick Ragg



## Ironbark rudder on famous old sailing ship

wood in the rudder of a famous 19th century tall ship to go on display in Scotland.

One of only two remaining composite ships in the world, the 1864-built 'City of Adelaide' (pictured) traded annually to South Australia until 1887 during the heady days of 19th century sail.

The *City of Adelaide* sits on a slipway in Scotland awaiting major restoration work. The recommendation is for materials during restoration to be replaced 'like for like.' While the timbers used in original constructions are known from Lloyd's surveyors' reports, in the case of

Queensland Department of Primary Industries and Fisheries (DPI&F) scientists have helped British researchers identify the

the *City of Adelaide* the ship lost her rudder in 1877 in heavy weather south off Kangaroo Island, SA. She limped back to Port Adelaide and a replacement was built in the remarkable time of ten days.

The question the British archaeologists asked DPI&F to determine was whether the surviving *City of Adelaide* rudder, much damaged by time and seawater, was the one they knew was built in Adelaide in 1877, and if so, what was it made from?

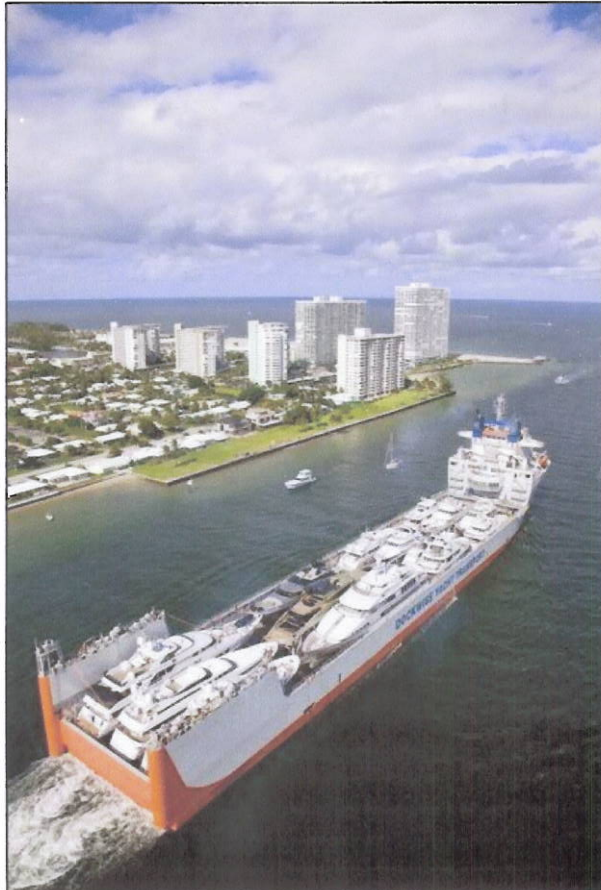
The two clues from the Adelaide newspapers (of the day) were that there had been no piece of ironbark long enough for its backbone and that a piece therefore had to be joined on or 'scarphed' to lengthen it. Sure enough such a joint could be seen, but full proof needed the wood to be identified.

DPI&F scientists confirmed that the existing rudder was indeed made from grey ironbark and had seen nearly a century of service.

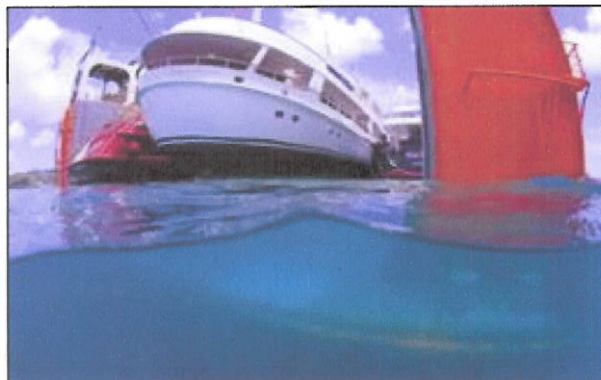
– Gib Wettenhall

Transportation by Dock-Ship

Attachment 4



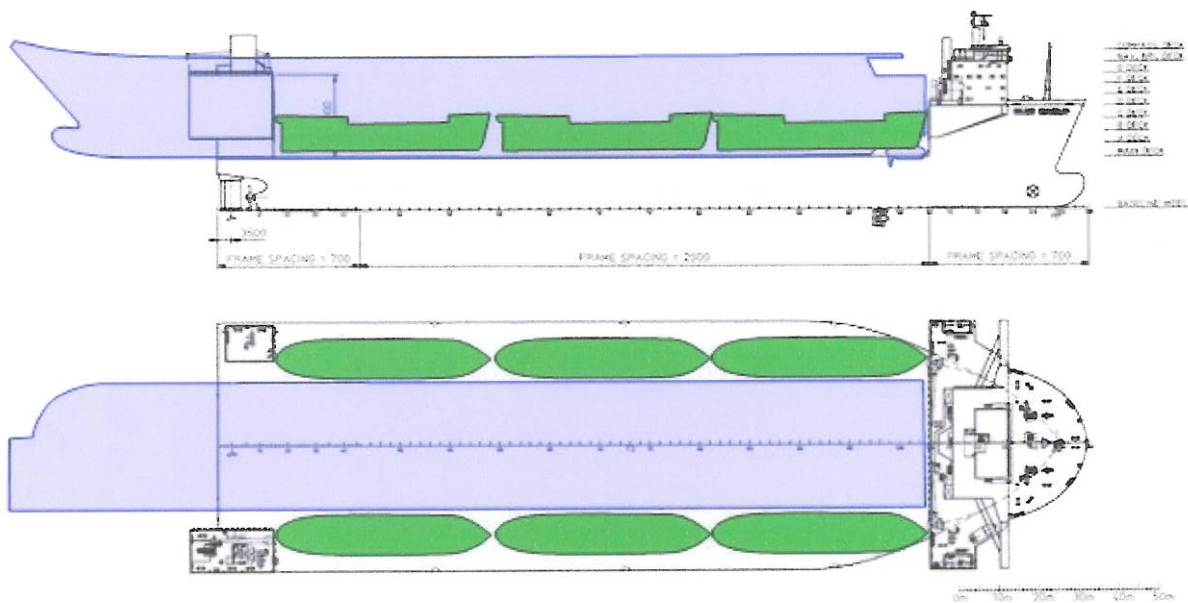
Transportation by Dock-Ship looms as being the cheapest method to transport the 'City of Adelaide' back to South Australia, notwithstanding opportunities of piggy-backing on another project or from in-kind support.



Transportation by Heavy Lift Ship

Attachment 5

Heavy-Lift Ships also represent opportunities to transport the 'City of Adelaide' to South Australia. For example, the hulls of the Royal Australian Navy's new LHD Amphibious Ships being built by Navantia in Spain are being transported to Australia in 2012 by the 'Blue Marlin' heavy lift ship. The 'Blue Marlin' is large enough to carry and LHD plus six vessels the size of the clipper ship 'City of Adelaide'. Opportunities such as this represent potential to piggy back off other projects.





The Splendid Clipper Ship

City of Adelaide

**CRUICKSHANK CORNER  
SEAPORT VILLAGE**

*from sales '09*

**CRUICKSHANK CORNER  
SEAPORT VILLAGE**

'Fearless' and 'Nelcebee' at Port Adelaide

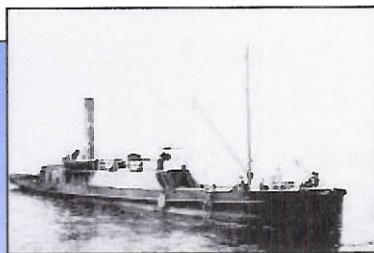
Attachment 7



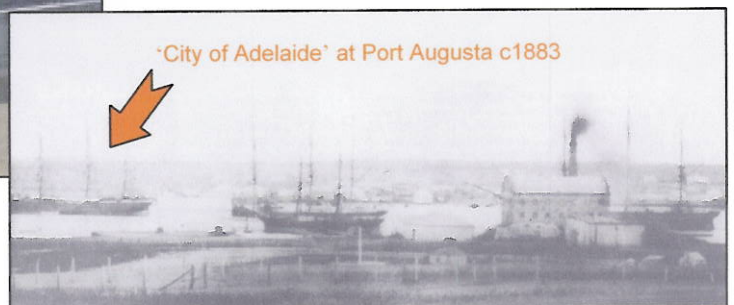
'Fearless' at Cruickshank Corner



'Nelcebee' on land at Port Adelaide.



In the 1880s, the 'Nelcebee' was the tug-lighter that towed clippers such as the 'City of Adelaide' in and out of Port Augusta. Clippers used to assemble there annually to collect the annual wool clip.



### Clipper Ships

The novel design of the clipper was built for speed; cutting a sleek line through the waves. Soon after their advent, clippers filled the sky with acres of sail. Their sailing feats fit the 19<sup>th</sup> Century (and to this day) fascination with speed and they remain some of the fastest ocean-going sailing vessels in the world.

The advent of steamships and the opening of the Suez Canal, in the late 1800s, led to the demise of sail. Though their age was a short one, the clippers were instrumental in opening new trade routes and connecting the world's people through port-of-calls. The Great Clipper Races, relating to the transport of Australian wool and Chinese tea to the London markets, are an enduring memory of the importance of the clippers. In maritime history, the clippers represent the pinnacle of sailing technology.

The Clipper Age brought the development of a highly skilled set of sailors and craftsmen, and great notoriety for both the ships and crews that sailed them.

### Composite Ships

Construction of wrought iron hulled vessels, such as the 'James Craig', had begun in the 1820s and was a mature technology by the time of the launch of the 'SS Great Britain' in 1843. However iron hulls could not be sheathed with copper alloy due to bimetallic corrosion and so would become festooned with drag-inducing weed during long voyages in the tropics.

The technique of composite ship construction (wooden planking over a wrought iron frame) emerged in the mid-19th century as the final stage in the evolution of fast commercial sailing ships.

The wooden planking of a composite ship allowed the copper sheathing essential for fast ocean crossings under sail while the iron frame made the ship relatively immune from hogging and sagging, and took up less interior space than wooden framing.

It was not until 1867 that composite ships were able to get recognition, and ultimately endorsement, from Lloyds Register when Lloyds finally issued their rules for composite construction. Until then all composite ships were labelled "experimental".

The brief reign of composite clippers as the fastest mode of transport between Europe and Asia was brought to a close by the opening of the Suez Canal and ongoing improvement in the performance of steam ships.

The only two remaining examples of this important, but short era of composite clipper design, are the 'City of Adelaide' (built in 1864) and the 'Cutty Sark' (built in 1867). Both of these vessels are equally important to the development of composite vessels. The 'City of Adelaide' was built in the years prior to Lloyds publishing their rules for composite ship construction and thus is an important example of the development of composite ships.

The other major difference between the two clippers is that the 'Cutty Sark' was a freighter whereas the 'City of Adelaide' was a passenger ship.

