



Vessel Conservation Plan

The David Berry Flood boat: SHOALHAVEN

SHOALHAVEN CITY
COUNCIL

Bridge Rd Nowra

02 44293111

2015

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PROJECT TEAM

Vessel Conservation Plan

Restoration, conservation and relocation

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Vessel: The David Berry Floodboat : SHOALHAVEN

Plan Compiled by: Allan Baptist OAM (Advisor)

Supported by: Lynne Allen (President Nowra Historical Society)
Tim Rigny (Photographer)
Robyn Florence (Local Historian)
Peter Tonkin – 3D Projects (Advisor)

For: Shoalhaven City Council

Date: March 2015

Boat Restoration: Breakwater Boat Services
Dennis Hodge

SHORT HISTORY by ROBYN FLORENCE

The Shoalhaven River suffered many serious floods in the 1860s and 70s with the loss of life and two flood boats were built by the government in 1879 to help save lives in future floods. They were considered unsuitable for their purpose by the locals and used only occasionally. In 1888 they had fallen into disrepair and no one was prepared to use them. David Berry of the Berry Estate heard about the situation and generously supported the construction of two new craft for their sheds.

Shoalhaven is one of two flood boats built in 1889 by shipwright John Hawken who was employed on the Berry Estate. The boats were built at Hawken's ship building site at Berry's Bay on the banks of the Shoalhaven River. David Berry sponsored their construction as a gesture to the community.

They were cedar planked, clinker construction, somewhat following the lines of a whale boat with a double ended full hull form, but with a stern post that was relatively straight with little rake. The two craft named Shoalhaven and Noah were housed on the Shoalhaven River for decades until the mid 1960s.

They were passed into the care of the Shoalhaven Historical Society. Noah has been housed with the Berry Museum since 1985.

Shoalhaven was restored and put in an outside display but eventually removed after being vandalised.

Written by Robyn Florance- Historian Nowra 2013

VESSEL CONSERVATION PLAN

AIM

To fully restore to best practice conservation standards the floodboat; Shoalhaven and cradle and locate in a public place out of the weather and dry; free from future deterioration and vandalism in a specially built space with glass walls allowing public viewing and to design and place interpretational signage; serving as an ongoing reminder of the area's heritage and history.

Shoalhaven City Council seeks to restore, conserve and manage the preservation of the floodboat for perpetuity.

Preliminary planning has included obtaining professional assessment of the condition of the craft from Heritage Advisor Peter Tonkin, relocation site design and encasement drawings by Council Staff and cost quotes for professional repair / restoration by vintage boat specialists Breakwater Boat Services.

STAGES

1. Repair of timber elements and re-paint to conservation standard by Breakwater Boat Services of Ulladulla.
2. Design / construct a specific weather/solar protected encasement with feature lighting at the Nowra Aquatic Centre (being constructed to open June 2015) enabling viewing through glass by the public 24/7.
3. Develop and install interpretational signage identifying the heritage significance, history, provenance and historic images of the boat.
4. Develop a Conservation Management and Maintenance Plan.

HISTORY

After the flood of 1870 the Numbaa Council petitioned the Colonial Secretary to provide two boats to protect residents from the danger of further flood events. The Under Secretary of the Colonial Secretary's Department provided 60 pounds to Captain Hixson to purchase two boats and forward them to the Numbaa Municipal Council.

CONSTRUCTION

The 7.31 metre long craft were built on Berry's Coolangatta Estate by his boat builder John Hawken. They were cedar planked, clinker construction, somewhat following the lines of a whale boat with a double ended full hull form, but with a stern post that was relatively straight with little rake. The keel was also straight with no rocker or camber in profile.

Both were mounted on wooden trailers including timber wheels and axles, so that they could be towed by draught horse from their shed when needed.

They were painted grey and white.

PROVENANCE

Mayor James Ryan received the boats in May 1878. Ironically the boats were never used for their stated purpose being built with heavy planking that made them too cumbersome and unwieldy to safely navigate the river.

The boats however were used during the construction of the Shoalhaven River Bridge at Nowra. In controversial circumstances in 1879 the boats were commandeered by government officers after an application to use the boats to assist with the bridge construction was refused by the Mayor of Numbaa Council on the basis that the boats had been given to Council for a special purpose. Government officers accompanied by police sergeant (Thomas Grieve) broke open the shed and took possession of the boats removing them to the bridge works. The Council took the Minister of Works to Court for trespass and seizing the boats, claiming 500 pounds in compensation. The Council was initially awarded 50 pounds in damages but this was overturned on appeal on the basis the bridge was built for the purpose of saving life and property and therefore their seizure was justified. In 1888 both flood boats were found to be in such a state of repair that they were considered useless.

In a generous gesture David Berry agreed to replace the two boats and their sheds at the expense of the Coolangatta Estate. One boat "Noah" was placed on the northern bank of the river on Henry's farm "Buena Vista" and the second boat named 'Shoalhaven', was placed at Numbaa at J McLean's property. The two boats were built by John Hawken who was David Berry's shipbuilder. Each boat was clinker built, approximately 24 feet in length and made almost entirely of local red cedar. Sheds were built at Bolong and Numbaa to house the boats which stood on horse drawn trailers. These trailers were made completely from wood.

The Numbaa boat became the property of South Shoalhaven Council, while the Berry Council controlled the Bolong boat. Both boats were reported to be in good condition in 1942. In 1966 the Rotary Club of Nowra and the Nowra branch of the CWA jointly arranged a two day historic and antique exhibition in the Nowra School of Arts. Amongst the exhibits were the "Shoalhaven" from Numbaa which had been rediscovered as a result of the interest in the exhibition. In 1969 the Shoalhaven Historical Society approached the Shire Council for support to restore the flood boats and to establish a permanent memorial to the early explorers and pioneers of the district.

In 1970 Council received a grant of \$3,500 to construct a modern boathouse as part of the Captain Cook Bicentennial celebrations. A design for the boat house had been accepted from Sydney architect Mr Michael Tomaszewski and was based on a similar pavilion observed to house Viking boats in a Scandinavian Boat Museum. The pavilion arches were to be enclosed with plate glass however the panes proved too costly to be provided at the time.



The floodboat "Shoalhaven" was the chosen boat to be housed in the pavilion. A weeklong celebration of the Captain Cook Bicentenary commenced on the 12th April 1970 and included the re-enactment of Captains Cooks landing at Botany Bay using the floodboat "Shoalhaven". The pavilion to house the floodboat was constructed later in 1970 and a time capsule was presented by Mr Moorhouse to be sealed in the foundations of the structure.

The time capsule included a copy of the Shoalhaven Historical Society's Chronograph, Shoalhaven Bulletin 1970, Rates Bulletin, South Coast Register, set of local postcards, Captain Cook Bi Centennial Medallion and a map of Shoalhaven Shire.

The pavilion was illuminated by flood lights placed on the interior ceiling. The final cost of the structure was \$5650. The Rotary Club of Nowra provided a coin operated tape recorder for installation in the pavilion to provide at a cost of 5 cents, a brief outline of the history of the boat, narrative on the history of the pioneers and reasons why Moorhouse Park was chosen for construction of the pioneer memorial. The tape recorder however was soon to be removed following continued vandalism, abuse and money stolen on many occasions.

In 1997 Shoalhaven Historical Society member Lieutenant Colonel Pat Marshall-Cormack RAA drew Councils attention to the parlous state of the flood boat and the urgent need to have it repaired and restored to its former state.

In 1998 Shoalhaven City Council received a grant of \$4000 from the NSW Heritage Office to assist with the restoration work. Dennis Hodge of Breakwater Boat Service of Ulladulla was selected to carry out the restoration at an estimated cost \$14,000 - \$15,000.

The floodboat however was not been able to return to its original pavilion as its safety and security could not be assured.

It was temporarily stored in the open at the back of the SES headquarters in West Nowra.

It is currently (March 2015) situated at the Ulladulla Council depot under cover awaiting restoration.



SIGNIFICANCE

Australian Register of Historic Vessels

ARHV Number: HV000538

Current Owner Shoalhaven City Council

Date Built 1889

Type Service vessel: flood boat

SHOALHAVEN is one of two flood boats built in 1889 by John Hawken in the Shoalhaven district on the south coast of NSW. Well known landowner David Berry sponsored their construction as a gesture to the community. The other vessel NOAH remains extant as well and both remain in the Shoalhaven district. The two craft were housed on the Shoalhaven River for decades until the mid-1960s. They were then passed into the care of the Shoalhaven Historical Society. SHOALHAVEN was restored and put in an outside display but eventually removed after being vandalised. It had since been repaired again but is not on display.

The Shoalhaven River suffered many serious floods in the 1860s and 70s and two flood boats were built by the government in 1879 to help save lives in future floods. They were considered unsuitable for their purpose by the locals and used only occasionally. In 1888 they had fallen into disrepair and no one was prepared to use them. Alderman Leslie of the Numbaa Council approached local wealthy land owner David Berry about the situation, and he generously supported the construction of two new craft and their sheds. The 7.31 metre long craft were built on Berry's Coolangatta Estate by his boat builder John Hawken. They were cedar planked, clinker construction, somewhat following the lines of a whale boat with a double ended hull form, but with a stern post that was relatively straight with little rake. The keel was also straight with no rocker or camber in profile.

Both were mounted on wooden trailers including timber wheels and axles, so that they could be towed by draught horse from their shed when needed. NOAH was housed on the northern bank at Bolong; SHOALHAVEN was housed on the southern bank at Numbaa. In 1910 both craft were moved to new locations nearby when Coolangatta Estate was wound up, and NOAH became the responsibility of the Berry Municipal Council, while SHOALHAVEN was under the South Shoalhaven Municipal Councils' authority.

There are no particular reports of their use over this period, and during wartime in 1942 they were noted to be in good condition, but would be destroyed in the event of an enemy invasion. In 1946 SHOALHAVEN was used to help sink piles for the Numbaa swimming baths, then no more is heard of either craft.

It appears they were then left in their sheds and forgotten until the mid-1960s when a display of historic and antique items was put on in Nowra by the Rotary Club and Country Women's Association at the Nowra School of Arts. SHOALHAVEN went on display having

been rediscovered locked away in its shed.

In 1969 Shoalhaven Historical Society members inspected both NOAH and SHOALHAVEN, and found both to be in good condition, with SHOALHAVEN needing the least work to repair. Both craft were restored in 1970. SHOALHAVEN was used on the river during bicentennial celebrations where it was used to re-enact the landing by Captain Cook at Botany Bay, which was staged on Grey's Beach on the river front. It was manned by local surf club crew.

SHOALHAVEN went on display in 1971 at Moorehouse Park just west of the bridge over the river in Nowra. In the mid-1990s it was taken out of its open air pavilion after being damaged on many occasions by vandals.

In 1998 it was restored by Dennis Hodge, but was not put back on display.

It is currently owned by the Shoalhaven City Council and stored on its wooden trailer and under a canvas cover at Ulladulla Council Depot.

NOAH has been housed with the Berry Museum since 1985, and remains in good condition.



VESSEL DETAILS and DESCRIPTION

Builder: John Hawken

Designer: unknown

Place Built: Nowra

Vessel Dimensions

LOA: 7.31 m (24 ft)

Breadth overall: 1.92 m (6.3 ft)

Hull material and construction: timber; clinker; cedar planking

Hull shape: monohull; canoe stern/double ended; round bottom

Deck layout: open

Hand propulsion/steering mechanism: oar

Previous Owners

Numbaa Council

South Shoalhaven City Council

Shoalhaven City Council

Specific Dimensions

Length - 7300mm (Gudgen Point to Point)

Width - 1940mm (Beam at broadest point)

Height - 940mm (from base of carrying wheel to top of boat rail)

Description

Painted grey on railings and white body

Sitting on a towing cradle of 4 timber wheels (2 timber axles and joining timber rod with timber yolk like harness at front for towing)

Currently sitting on 4 concrete bases to hold boat in position

Current Location

The boat is currently at the Ulladulla depot under a plastic tarpaulin placed on 4 concrete bases. March 2015)

Current Condition

There is some rusting of iron bolts in the cradle structure and a small number of timber deteriorations in the boat itself. The oars are missing and will need replicas.

GUIDING PRINCIPLES

The guiding principles for the conservation are taken from the Australian Institute of Conservation of Cultural Material (AICCM) Code of Ethics and Code of Practice, and from the ICOMOS Charter for Places of Cultural Significance (the Burra Charter).

Some of these principles have been adapted to suit moveable maritime cultural heritage and are being adhered to in this restoration and conservation project.

The policy of reversibility in all conservation and maintenance work will be adhered to within the constraints of safety, practicability, resources and finance.

In the replacement of original fabric or extensive conservation work, effort is being concentrated on the minimum intervention necessary and the appropriateness of the repair technique employed. The objective of the conservation program is to ensure the survival of significant fabric for as long as practicable without unacceptable loss.

- **Integrity and Condition-**

*The vessel is in **reasonably good condition** as can be seen in the documented photographs contained in this plan. As far as can be observed, timber and framework are in very good condition and in close to original state. Some timber work has dried and thereby shrunk and contracted developing cracks and fissures which need to be packed, filled, painted and brought up to 'as original' state.*

The paint work is reversible. Colours are replicated to imitate original state.

- **Objectives**

The aim is **to restore the floodboat** to the known earlier state by fill and sand and paint techniques and to **reconstruct the oars, rudder and rollicks** using new and old materials to replicate the original condition using best practice conservation methods and standards.

- **Work Health Safety and Environmental issues**

All work health safety issues and compliance will be as required by Shoalhaven City Council as defined under the NSW Act and in place within Council's policy.

Issues such as ventilation, working in confined spaces, safety equipment, clothing, cleaning materials, pest control, in will all be addressed within the risk mitigation matrices and WHS templates as applied under Council's policy and will require specific SWMS developed and documented.

- **Work Schedule and Ongoing Maintenance**

A draft schedule of planned work and a schedule of ongoing vessel maintenance on a weekly/monthly/yearly basis is as follows.

MAINTENANCE PROCEDURES

Draft Maintenance procedures have been prepared by the consultant for this vessel. These have been structured to comply with good practice and are subject to annual audit. The following procedures will be implemented by Council staff as part of annual asset maintenance and management. It is suggested that this draft be further developed by Council in accordance with their Risk Policy and WHS principles to be documented and recorded in the vessel logbook.

MAINTENANCE PROCEDURES	
Period	Routine Duties (logged and subject to audit)
Weekly	Observation check for pest infiltration, moisture and dust accumulation
Monthly	<p>Check glass encasing and clean inside and out using materials as specified in the SMS</p> <p>Ensure ventilation is adequate and that protective eye, mask and gloves are worn</p> <p>Check lighting for replacement of globes/bulbs etc. and replace</p> <p>Check for dust and use specific equipment to dust and vacuum</p> <p>Check for cracks from drying and document specifics</p> <p>Check for accumulation of moisture and or mould</p> <p>Check for defects (paint discolouration, rusting of metal)</p> <p>Inspect paint on hull and inside structure as required for flaking</p> <p>Check for availability of brochures at Tourism Centre and library</p>
Six-monthly	Inspection of painted parts and repair as required
Yearly	<p>Survey vessel for pest infestation</p> <p>Apply pest control</p> <p>Ensure moving parts such as rollicks are working</p> <p>Full Inspection and documentation</p> <p>Audit by Arts Unit and Asset Management Staff</p>
Three-yearly	<p>Major Maintenance carried out</p> <p>Vessel brought out of the Case for full inspection and documentation.</p>

RESTORATION and REPAIR

IMAGES OF THE FLOODBOAT- BEFORE RESTORATION/REPAIR

The size and scale of the boat – it can be seen that the boat is in a reasonable state of repair.



Note the peaked timber trussing constructed to keep the boat dry under the tarp.



Note the paint cracking





Broken timber in the boat



Note the timber wheels and the cradle





Note height and length of the boat



Note shape & good condition of timber wheels and concrete stays.

Restoration and Repairs

The boat has been outside and exposed to weather for approx. 6-8 years.

According to Vintage boat repair specialists it will require a full sand, pack and fill and repaint.

Broken and separating timber will be filled, joined and repaired.

Rusted elements will be treated and or replaced as needed.

The boat when set up and washed down might present additional damage.

Reconstruction

There are some important items missing being, 4 cast Rowlocks, 4 Oars and the Rudder / Tiller. For the boat to be back as a static display these items should be located or replaced as appropriate using both new and old materials which replicate the original.

Costings

A quote for repair and conservation treatment has been supplied by a vintage boat repair specialist company 'Breakwater' at \$9,500 as of 16.9.14. The company is located at Ulladulla and their quote takes into account removal and freight and all restoration work.

CONSERVATION

CONSERVATION of the vessel began in 1998 following severe weather damage and vandalism when the boat was restored by Breakwater Boat Specialists and then placed on the back veranda at the Shoalhaven Tourist Centre in Nowra. While it was available for the public to view and enjoy, it was susceptible to outdoor weather impacts and has again developed repairable damage.

Following full restoration by Breakwater Boat Specialists the vessel will be installed in the interior of the amenities and clubhouse building protected within the building of the Nowra Aquatic Centre.

A site specific encasement has been designed and developed with glass walls, display lighting and interpretation where it can be easily maintained and viewed by the public 24/7.

The following methodology will be implemented for the restoration:

- Based on early photographs and early images of the vessel, as well as the repairs completed in 1998, all restoration and paint type and colour is based on documentary evidence.
- The fabric of the vessel remains in good condition and will not be changed.
- If the original rollicks and oars cannot be located, replicas will be made from equivalent materials based on documentation of the vessel, with appropriate notation on the interpretational signage.
- Reconstruction is limited based on the reasonable good state of repair of the vessel and does not constitute the majority of the fabric of the vessel.
- The restoration and installation will be documented in photographic form with notations by Breakwater and the Historical Society and copy kept with Shoalhaven City Council.

The conservation aims to provide a coherent view of the past, to make significant features apparent, and remove disruptive and damaged features, without adversely affecting the ability of the object to speak of its early or later history.

INTERPRETATION

- Situated at the Nowra Aquatic Centre there will be onsite SIGNAGE presenting the history and provenance of the vessel as provided in this document. Additional historic photographs and early paintings including a watercolour by Samuel Elyard have been sourced showing the vessel throughout its working life. The signage will be designed by Shoalhaven City Council in consultation with the Nowra Historical Society.
- Information sheets will be developed by the Nowra Historical Society and be available from the Shoalhaven Tourist Centre in Nowra and the Nowra Library.

BUDGET

Expenditure

Actual	Value	Description	Payee
In kind	\$1000	Transport vessel from Nowra to Ulladulla	Shoalhaven City Council
In kind	\$500	Research and Provenance	Nowra Historical Society
Pro Bono	\$3000	Conservation Management Plan	Allan Baptist OAM
\$9,500	\$9,500	Restoration and repairs	Breakwater Boat Services
In Kind	\$1000	Freight Installation	Shoalhaven City Council
\$1000	\$1000	Consultants Advice	Peter Tonkin
\$10000	\$10000	Encasement design and construction	Shoalhaven City Council
		Ongoing maintenance	Shoalhaven City Council
\$20,500	\$26,000	TOTALS	

Income

Actual	Description	Source of Funding
In kind	Transport vessel from Nowra to Ulladulla	Shoalhaven City Council
In kind	Research and Provenance	Nowra Historical Society
Pro Bono	Conservation Management Plan	Allan Baptist OAM
\$9,500	Restoration and repairs	Grant- Maritime Museum
In Kind	Installation	Shoalhaven City Council
\$1000	Consultants Advice	Arts Board
\$10000	Encasement design and construction	
	Ongoing maintenance	Shoalhaven City Council
\$20,500	TOTALS	

COST ESTIMATES FOR REPAIRS AND RESTORATION

We inspected the Flood boat at the SES in Nowra on Tuesday 16/9/14 with Lynne Allen. The boat is in one piece however there were some important items missing being, 4 cast Rowlocks, 4 Oars and the Rudder / Tiller. For the boat to be back as a static display these items should be located.

As the boat has been outside and exposed to weather for approx. 6-8 years it will require a full sand and repaint, it also has some damage to the starboard side sponson and seat knee timbers (looks like when it was trucked from the info centre to the SES). Our inspection went well however until the boat is set up and washed down other damage maybe evident.

Early calculations for the work returning it to 2001 static display conditions with repairs noted on Tuesday are at \$9,500inc GST, including labour and materials, transport return Nowra to Ulladulla.

The boat is 160 years old, 25 foot long and is built from cedar so the work requires manual hands on labour.

My father (Dennis, who restored the boat in 2001) and I are very passionate about this boat and it was disappointing to see her in that condition, as was Lynne Allen, it is a major part of Shoalhaven history and it seems to have been forgotten.

I will supply a full written Quote soon.

I hope this will help and possibly a grant from the Maritime Museum or somewhere else will be required for the work to go ahead. As the boat is to be removed from the SES shortly we can house it in a secure shed and carry out work over a couple of months.

Thank you

Glenn Hodge

0407024047

Breakwater Boats Ulladulla

