



Geoff Wallbridge inspecting the slipway

There have been a number of derailing incidents over the years in which cradles have de-railed while lifting vessels out of the pool on our slipway.

The incidences have increased in recent years and the Development Assistance Panel (DAP), which comprises Peter Cooling – Commodore; Lloyd Cushway – Engineer; Bruce Roach – Architect; Mal Mead – Steel Fabricator; Robert Henshall – retired gentleman; and Geoff Wallbridge – Consulting Engineer; was asked by the Management Committee to investigate the causes and options for rectification.

Lloyd Cushway dived on the underwater parts of the slipway a number of times and produced a detailed set of measured drawings which showed that the slipway suffers from several defects.

- The connection between the main structural beam on the western side, has

SLIPWAY REPAIR / REPLACEMENT?

By Geoff Wallbridge, Chairman D.A.P

a very poor connection to the western steel pile which supports its outer end.

- The gauge between the two rails of the slipway varied considerably and significantly, in places, was 30+mm over the standard dimension.
- The whole original structure had been over-laid with a second structure and rails, which had been slid down on top of the old rails. This created a slightly top heavy and unstable structure.
- The head of the rails, in the inter-tidal zone where the load of boat and cradle starts to bear on them, had worn away from about 50mm thickness to 10mm; drastically weakening them.

About a year ago the DAP organised diver Jock Laurie to install a number of tie rods across the upper rails and lighten them up in an attempt to maintain the correct gauge. This was partially successful but in places the rails refused to move inward and some infrequent derailments continued to occur.

Recently the RSAYS maintenance staff have reduced the allowable gauge tolerance in the wheels of two of the cradles and this seems to have overcome the immediate problem of derailments.

However, the other problems remain and a more complete renovation is obviously required.

As explained at the last Quarterly meeting, several options are currently being considered and priced by the DAP.

These are:

- Option 1 – replace existing upper rails
- Option 2 – replace whole slipway
- Option 3 – new vertical shiplift with winches and cables
- Option 4 – new vertical shiplift with hydraulics

Each option has various advantages and disadvantages, all of which are being considered in detail. My company, Aztec, was commissioned to produce preliminary designs and drawings of suitable lift pit and lifting gear to enable accurate cost estimation. This has been completed and the DAP is currently using the services of a large civil contractor (whose estimator sails at the RSAYS) to arrive at reasonably accurate cost estimates for options 3, 4 and 5. The Management Committee will then be able to make an informed recommendation to the members and seek the required funding from RSAYS Limited.



■ HIGH AND DRY... The Mameena ran aground on Troubridge Shoal, near Edithburgh, at 8.30am last Thursday, January 22.

Yacht aground on Troubridge Shoal

A YACHT with four people aboard ran aground on Troubridge Shoal, near Edithburgh, at 8.30am last Thursday, January 22.

The Mameena, owned by Robin William-Smith of Port Adelaide, was sailing around the coast on the way to Port Lincoln at the time.

SA Sea Rescue's Edithburgh flotilla helped secure the yacht before taking the crew ashore.

Mr William-Smith accompanied divers from Adelaide-based Lawrie Commercial Diving as they did an initial inspection of the boat, which is leaning over at 42 degrees, the next day.

"There is no visible damage, after all she weighs 65 tonnes and is 56-foot long, so she's a tough old boat," he said.

"However, it could be February 4 before we can

get the correct equipment to re-float her.

"At the moment we are trying to source a boat we can use to go back and forth to the Mameena to salvage items that will make her lighter when it comes to the operation to re-float her.

"Normally my wife and I live aboard the Mameena at the SA Yacht Squadron, Port Adelaide."

The couple restored the near-100-year-old Mameena as a two-masted ketch after it was recovered at Venus Bay.

The vessel's history is linked to the early days of commercial fishing in South Australia. It was the first prawn boat and used as the first tuna polling boat out of Port Lincoln before the launch of purpose-built vessels.

Jenny Oldland

MAMEENA'S DAMAGE MINIMAL.

Robin and Angela Smith must surely have heaved a huge sigh of relief when it was discovered that their beloved old tuna boat *Mameena* was in better shape than expected after running aground on Troubridge Shoal near Edithburgh. The active 'live-aboard' Squadron couple were on their way to Pt. Lincoln when trouble struck at 8.30am on January 22nd. The drama was documented in the Yorke Peninsula Country Times. (see clipping)

The boat was taken to the North Arm for inspection. Once on the high-and-dry it became evident that the historic vessel was severely waterlogged. "She will certainly need a complete re-paint after we've removed all the gear," says Angela, who went on to

make two corrections to the article. "In the first place she's 'our' boat, and secondly we do not have a hyphenated name. I don't know where the William-Smith came from!"

