



**FRANKLIN WORKING WATERFRONT ASSOCIATION INC
NEWSLETTER March 2017**

3333 Huon Highway, FRANKLIN Tas 7113

Committee

President: Alan Cato (acato@netspace.net.au)

Vice President 1: Mike Dredge (flatcalm@ozemail.com.au)

Secretary: Bec Enders (becjon@inet.net.au)

Treasurer: Sonia Shimeld (sonia.shimeld@gmail.com)

Public Officer: Helen Gasparinatos (gasfam@bigpond.com)

Ordinary committee members:

1. Tim Brown (timb635@gmail.com)
2. Andrew Perkins (andrewp@apcoengineering.com)
3. Fiona Peate (fiona.peate@bigpond.com)
4. Graham Rankin (woodenboatfreak@gmail.com)

Wooden Boat Centre Manager: Anne Holst (anne@woodenboatcentre.com)

Newsletter editor: Alan Cato

CHANGE OF DATE FOR VIKING BOAT BUILD

This eight week Clinker Boat building course will now begin on May 8th and conclude on 7th July. Come and join us to learn some traditional wooden boat building skills, and some Viking ones too.

If you can only make it for a few weeks during the course, talk to Anne Holst about it to see what can be arranged. Tuition is \$4,800 for eight weeks or \$600 per week. For more information call Anne on 03 62663586 or info@woodenboatcentre.com

**FWWA COMMITTEE MEMBERS
TIDYING THE ENVIRONS AROUND THE WBC**

Members of the FWWA committee have been endeavouring to assist with the tidying of the land around the WBC. Committee member, Fiona Peart has spoken with members of the Land Care group, and regular working bees will be held. Mowing, brush-cutting and general weed eradication will build on the good work undertaken by Francis and Christina, and Mark.

BROOKE STREET PIER ROOF

At the time of writing, the roof which has graced our car park for some time, has virtually disappeared. There has been some disquiet within some sections of the community that a permanent use of the structure, could not be found, such as a shelter for small boats. However as it did not belong to the Franklin community, and had little historic connection to the town, the matter became largely academic.

One suggested use was that a heritage centre be established using the structure as a roof. With the plans for a heritage centre being established within the redeveloped evaporators building that idea, became less viable. In the end, the precinct's needs (and there are many) might be far better addressed through purpose built facilities. Once a close examination of the integrity of any structure takes place for recycling, it is often found to be in a less sound state than at first thought.

Meanwhile, visitors to the WBC will appreciate the less restricted parking.

GRAHAM RANKIN JOINS FWWA COMMITTEE

As per the Constitution, Rule 23.3, regarding a casual vacancy on the committee, Graham has been appointed following a unanimous vote of committee members. Graham will replace John Walduck, and will provide a valuable link with our sister organisation and neighbour, the LBT. Thank you Graham for agreeing to take on this role. Graham is also a regular tour guide and supporter at the WBC

WBC MANAGER'S REPORT 13TH APRIL 2017

People:

- We are settling into a cooler weather schedule with more boat builders available for work and a number of our other people making plans to head north for a warm spell.
- Farewell (but not goodbye) to Bob Tubman who has been completely valuable for the past year. Bob will get more work done on his home renovations and pursue other volunteering activities. Hopefully we will be able to persuade him back our way again one day soon.
- Another 'we survived the summer' celebration is being planned by Ea, Helen and others. Times dates to be advised soon.

Tourism:

- Visitation reducing as the weather cools. But still there is a fairly constant flow of tourists.
- Consideration of R2R product local promotion ongoing.
- Group bookings for the 2018 summer season coming in steadily.

Education:

- Clinker dinghy course underway with 3 students to build a boat for us to sell over the winter period.
- 3 students completed the Strip Planked Kayak first course. Identified need to extend

this course to 4 weeks. One of the students to return to assist future course/s.

- 4 students (including Helen) completed 4 Skin on Frame kayaks last week.
- We had a year 9 work experience student with us on Thursdays for the past 3 weeks from Kingston High School. He was a willing worker and nice to have around. He got a range of tool use, industry overview and sanding experience whilst in the shed.
- The first Plywood Skiff trial course to get underway in the next few weeks with instruction from Grant Drummond.
- We plan to run a Certificate II Engineering Pathways this year and a Certificate III Marine Craft Construction to begin next year (or as soon as TasTAFE can get the course on scope, once we have provided them all the documentation). The Cert II is on scope and has pre requisite units for the Cert III. It is intended to make the course content as appealing as possible for potential students.

Boat builds:

- The Seacrest (formally the Dutch build) extra varnish coats + paint was completed and moved from the shed. It will travel to it's new home in Apollo Bay over the Easter period.
- Wayne's Clinker dinghy that has been for sale in the front display area was crated and shipped off via a removals group.
- Viking build likely to go ahead as planned. We are still looking for additional students to be part of that build.

Restoration:

- Leshelen restoration has again started. This work will be done/coordinated by David Nash with assistance from Pete Laidlaw.
- A Fazackerley dinghy has come in for repair work. Work still to do or refer on.
- An old Captivity is for sale for \$9,000 ONO, less for FWWA or LBT members. This to be sold as is or to a potential sponsor with WBC available to do the work if required as course content.
- Philip Myer has generously offered his mostly completed restoration project to us to assist us to continue our training and general activities.

Asset management:

- The Brooke St Pier roof is under demolition/removal.
- Work to improve the tool storage area is underway
- Building valuation recommended by FWWA received and insurance adjusted accordingly.

Media:

- Facebook group following 716 currently; Ea doing Instragram; David Hume does our Twitter.
- Huon News articles: Max's strip planked kayak x 2; comment about the Brooke Street Pier roof removal; launch of Skin on Frame kayaks pending article.

WHS:

- A complaint about lack of heavy lifting facilities reported. Risks were treated for

the project that was underway at the time. Further investigation underway to recommend resourcing required.

- A trip and shoulder injury on Sunday 9th April. Need for clearer communication of WHS requirements and responsibilities for everyone + ongoing housekeeping.
-

External interactions/opportunities:

Nigel Helyer visit/discussion and plan to build the wood component of the Franklin Square sculpture project at the WBC. The project is at DA stage, so further discussions

VISION FOR FRANKLIN WATERFRONT

Martin and Judy Krynen, owners of the evaporator building, have commissioned a master plan for the Franklin foreshore, with the aim of determining how their plans would fit into the overall development of the area. Adriana Taylor is very much on board, and is eager to run with the idea of developing the area. She has asked the Franklin Progress Association to be the contact for the council. At this stage, the plan is not looking at specific details, but rather taking a 'broad-brush' approach. FWWA hopes to have a significant input over time.

VISION FOR FRANKLIN WATERFRONT 100 YEARS AGO

This month's special article forms an interesting parallel with the news item above. It is the first of two articles relating to the river dredging and forming of the reclamation area along the Franklin foreshore.

The article forms the basis of Franklin History Group's display on the topic which can be viewed at Frank's Cider Bar. These notes were prepared by Ruth Young. The second in the series will be featured in the May issue of the FWWA Newsletter.

The reclamation of Franklin's foreshore grew out of an ambitious idea, first flagged in 1906, to dredge a deep channel in the Huon River so that interstate ships could collect fruit from growers and transport it direct to mainland markets. The dredging of the river presented an opportunity to use the spoil to reclaim Franklin's foreshore, an area which was thought unsightly and unhealthy.

The whole grand plan was a "project of state significance" in Tasmania. For the orchardists, the scheme eliminated the freight costs associated with transshipment at Hobart. For shipping companies, it saved time and reduced port dues. For the 20 or so local vessels that traded on the Huon River, dredging would remove a number of mud banks on which they regularly grounded between Shipwright's Point and Mosquito Point. For Franklin, it promised an additional area of flat land. This reclaimed land would cement Franklin's reputation as a thriving river port, with deep water frontage, envisaged as a continuous wharf, creating the "best and largest pier in Tasmania".¹ There would be a lengthy promenade, and ample space for packing sheds and cool stores, shops, residences and recreation. For the Tasmanian Government, the cost of the reclamation would be largely recouped by the sale of the reclaimed land. The project was described as a work that was "of the utmost importance and ... essential to the welfare and progress of the Huon".² In theory, everyone would benefit.

In practice however, very little of the scheme proceeded as planned and it was plagued with disasters and delays. Over time, the project's scope was whittled down, as the difficulty and expense of dredging the Huon River became apparent. By mid 1914, only the areas where steamers were known to go aground were recommended for dredging and the area to be reclaimed at Franklin had shrunk from 64 to 24 acres.ⁱⁱⁱ

The Department of Public Works engineered a timber piling wall to contain the spoil from dredging the river off Franklin township. After dredging to achieve a depth of water of 8 feet alongside the wall, the spoil recovered could reclaim a foreshore area 100 yards in depth, for half a mile from Kennedy's jetty at the south end of the town to Howard's jetty at the north end.^{iv} The first pile was driven at Franklin in the presence of the Premier, John Earle, amid much fanfare and celebration on 26th September 1914, just weeks after the beginning of the First World War.

While work on the piling wall was largely complete a year later, dredging ceased for want of a dredge capable of reaching the depths required to reclaim sufficient spoil. Work did not resume until July 1918. Within a few months, the piling wall had been breached. A Parliamentary Enquiry revealed that this was a direct result of poor workmanship and lack of supervision. Much of the retaining wall had to be re-fastened and in some areas, re-piled. A dredge was eventually adapted for use at Franklin, but not long after this, the contractor was forced to stop dredging because of a shortage of coal. Within a few months, he voluntarily gave up his contract as a result of serious illness. The Public Works Department took over lease of the dredge and continued work on the reclamation.

It was finally declared "officially complete" in 1922, eight years after it had commenced. In 1924, nineteen building blocks on the reclamation were auctioned, but not a single bid was made for any block, although clearly several were bought later. Because the area was not dressed, the first winter gale deposited tons of sand back into the river. The reclamation continued to present problems for many years, mainly a result of sand drift through the piling. Huon Council was dogged in its requests to the Public Works Department for repairs, but although various remedies were suggested, and piecemeal repairs were implemented, none were very successful. In the end, the reclamation cost about £24,000 and was described by one resident as a monument to "waste and apathy".^v

The remains of the piling wall are still visible along the foreshore. By the early 1930s, Franklin was well-served by road transport and the Huon River was never dredged to Mosquito Point. Instead a deep water port was created at Port Huon.



This photograph shows the pile-driver in action. Kennedy's Exchange can be seen lower right. (Photo: Cato collection)



This photograph shows the timber structure in place to support the spoils from dredging. (Photo by L, McMullen, Yvonne Duggan collection)

Part two of the story of the reclamation (also by Ruth) will feature in next month's FWWA newsletter.

ⁱ *The Mercury*, 2 April 1914, p.2.

ⁱⁱ Parliamentary Standing Committee on Public Works, Report on the Franklin Reclamation Works Completion Proposal, No. 53, 11 December 1918.

ⁱⁱⁱ TAHO AA774/1/197 1 of 2, Harbour Master to Marine Board of Hobart, 9 May 1913; *The Mercury*, 8 September 1915, p.4.

^{iv} *The Mercury*, 11 February 1914, p.5; 28 September 1914, p.3

^v *Huon Times*, 25 July 1922, p.2.