

# Basic Detail Report

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## Vivienne

### Vessel number

HV000756

### Date

c 1950

### Description

VIVIENNE was built at Wally Scott's yard in Broome in 1958, and was first licensed for pearling in 1959. It was built for the firm of M & W (Malcolm & Walter) Scott. Malcolm was a Liberal Senator for WA, and silent partner in the firm which was managed by Walter. It remains uncertain who were the shipwrights involved with the construction. Doug D'Antoine, Torataro Arata (who was Daniel McDaniel's lead shipwright), and Ken Buckridge have all been connected with the vessel and any or all of them may have worked on the construction as the trade

was winding down and people moved between yards to secure work. VIVIENNE was built to replace the Scott's old 1914 built lugger BINTANG PUTEH which had deteriorated through rot and the new boat was then named BINTANG PUTEH (the name means "White Star" in Malay). In 1964 It was sold to Paspaley Pearls who called it by the English translation of her name WHITE STAR for the remainder of its working life. Paspaley Pearls is one of the primary Australian and International pearling companies. They have a strong association with Darwin. Along with KIM, VIVIENNE It was one of the last Darwin based luggers working in the pearling industry until it was laid up in 1982. Prior to this Paspaley had donated to MAGNT an earlier lugger called VIVIENNE and named after Nick Paspaley's wife. However, this craft had also deteriorated and was not suitable for display, so Nick Paspaley donated WHITE STAR/BINTANG PUTEH but requested that it be renamed VIVIENNE in honour of his wife. VIVIENNE has the typical lines for a post-World War II Broome built lugger and represents a very good example of the type. It has a curved bow and overhanging counter stern and a convex profiled sheerline. The mid-section comes off the keel with a moderate but almost straight dead rise, leading to a soft, lower bilge curve that suits laying over in the mudflats in the tidal conditions in Broome WA. The profile or buttock lines run easily from the bow until there is a sharp curve upwards aft, just forward of the aperture and rudder, another typical feature of the type. The Broome luggers have a hull shape where they have the almost same curve and shape for the hull cross-sections through the middle, it just changes its dead rise angle gradually before fairing into either the bow or stern shape. VIVIENNE has a standard construction. It is carvel planked with jarrah (*Eucalyptus marginata*) on laminated frames with a keel, keelson, stem and stern timbers. There are stringers, a beam shelf, and two bulkheads. The rounded counter is cut from one piece. The deck is

planked over beams, and the hatches and superstructure are planked in thick plywood. This superstructure was built by MAGNT to replace an existing wheelhouse and reconstruct the original configuration, which would have been made from wood planks. The ladders for the pearlers to board the craft are wooden. VIVIENNE is able to demonstrate aspects of post-war Broome pearling lugger construction and operation. It is one of the very last purpose-built Broome luggers ever built, and as it escaped later structural modification, it is a counterpoint to other extant luggers from Broome including JOHN LOUIS which were further modified and adapted in the later decades of their use. VIVIENNE is still largely in its original configuration and integrity. VIVIENNE has a very close connection to the Broome region where these craft were built and operated for many decades. VIVIENNE was also one of the last luggers to operate from Darwin, so it has a strong connection to the city and is therefore in context by being located at MAGNT.

### **Dimensions**

Vessel Dimensions: 15.4 m × 4.38 m (50.53 ft × 14.37 ft)