

# Basic Detail Report

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## Nautilus

### Vessel number

HV000840

### Date

1946

### Primary Maker

Cecil Cartledge

### Description

NAUTILUS was designed and built on Margaret St in Launceston in 1946. It was designed by Cecil Cartledge as a 42ft motor cruiser and used for recreational purposes. Brian Shaw was engaged for its construction and it was built for Roy Bendall. NAUTILUS' carvel hull is constructed of King Billy pine with copper and bronze fastenings, its cabin of celery top timber. Its raised deck is constructed of timber and plywood with stainless steel fastenings. A mast was originally fitted to NAUTILUS however this has since been removed, the vessel functioning originally off a Studebaker engine. It is now fitted with a Ford Lees (80hp) engine installed in the 1980s. NAUTILUS was originally designed for use by the coast guard during World War Two however due to its launch toward the end of the war this function became redundant. It was a recreational vessel from 1946 onwards. It was initially part of the Tamar Yacht Club and cruised along the Tamar River, moored at George Town during summer vacations. In 1949 NAUTILUS made a trip from George Town to Hobart. A few select passages of the voyage are detailed below, found in 'The Tamar Boats' by Betty J. Percy: "Nautilus for this cruise was fitted with a stout mast carrying a lug sail of approximately 250 square feet. Skipped by Roy Bendall, engineer - Rod Burke, cook and assistant quartermaster - Neil Frith, and with the writer of the account - J.L. Abbot - parted George Town, having hauled the dinghy at 0100 hours on Sunday 29 January 1949. After experiencing heavy sea conditions and violent rain squalls crossing Ringarooma Bay, anchorage was sought in the gulch near Eddystone lighthouse at 1915 hours - 108 miles logged. Next morning the cook Frith disappeared inland with his automatic shotgun to return about two hours later with three most succulent birds. Past St. Helens Point the sail was drawing well before a strong northerly but the motor which had not given any trouble cut out. The engineer diagnosed the fault as a blocked fuel line and it was at this time that the steadying sail having parted company with the gaff went over the side. Retrieved, it was set once more for a short time only before the boom split a third of its length. This fracture when bound and with a 3 x 1 batten lashed alongside was again in use for steadying purposes, and the engine fuel line having been cleared gave no further trouble. Anchored Bicheno 1920 Hours. When through Blackman's Bay and alongside Dunalley Jetty for the next night the first wharfage fee of three shillings was paid, and next morning with the toll of two shillings and sixpence dropped into the canvas bag held out by the bridge keeper, the passage was continued to Hobart." NAUTILUS was owned in Hobart by Richard Lebreten and used as a tourist launch throughout the 1950s and 60s. During the mid 1960s it was skippered by George Burrows, who ran

Nautilus for half day harbour trips and full day trips to New Norfolk. Nautilus was then sold to owners in New South Wales during the late 1960s for use and in Sydney's Rose and Pittwater Bays. Nautilus bears a very close resemblance to the cruiser Shalimar (HV000217) which was built by Len Rawson in Launceston in 1941. Shalimar is 40ft in length and features an almost identical hull shape to Nautilus, with a slight difference in cabin design - NAUTILUS having the addition of a flybridge. Rawson consulted Cartledge for design advice during the building of Shalimar, both members of the Launceston Yacht Club. Due to its earlier construction Shalimar served from 1941 to 1945 with the Auxiliary Naval Patrol and the Army, where as NAUTILUS did not. In 1983 NAUTILUS underwent a major refit in Paramatta NSW where a flybridge deck was added and its Ford Lees diesel engine installed. All decks were also redone with plywood and major repairs were undertaken on the hull above the waterline. In 2021 further hull repairs occurred on the starboard of NAUTILUS around the porthole.

### **Dimensions**

Vessel Dimensions: 12.8 m × 0.91 m (42 ft × 3 ft)