

# Basic Detail Report

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## Mowera

### Vessel number

HV000746

### Date

1952

### Description

MOWERA was built in 1952 in Bellerive, Tasmania by Derwent Ship Building Company managed by well-known

builder Frank Hickman. It was commissioned by the Burnie Port Authority to be the new Burnie pilot launch and was based out of Emu bay. The name MOWERA means Emu in Tasmanian Aboriginal language. MOWERA is 14.64 m long, 13.65 m length on waterline, 3.65 m beam and 1.82 m draught and was planked and decked in 2 inch Huon Pine on blue gum frames and was a strong, durable and capable vessel. The Burnie Advocate carried the following report on 16 May 1952 "Ceremonious reception for pilot launch. The new Burnie Marine Board pilot launch Mowera (native for Emu) was ceremoniously welcomed on her arrival at Burnie yesterday afternoon after a 308-mile trip from Hobart. A heavy sea fog which had enshrouded the coastline lifted as the vessel entered Emu Bay shortly before 2 p.m. The boat covered the distance in 40 hours 52 minutes travelling time -an average speed of 7.54 knots -and used approximately 100 gallons of fuel. The launch, flying the Tasmanian ensign at the stern, reduced speed in Emu Bay at 1.45 p.m. She was met by the old pilot launch flying a pilot flag (meaning "I have a pilot on board") and carrying the Master Warden (Mr. C. C. Busby), Wardens T. S. Coleman, C. E. Napier, J. T. Hiscutt, the acting harbourmaster (Capt. F. Redgrove), secretary (Mr. H. Miller) and resident engineer (Mr. L. E. Turnidge). The official party boarded the new launch and the flag was dipped from the old pilot boat to Mowera which hoisted her own flag. This then stated that the launch now had the master pilot on board -the Master Warden. The old pilot boat took up her position astern and followed Mowera to her berth at Jones Pier. A large crowd gathered on the wharves to watch the ceremony." MOWERA served as the pilot launch for the Port of Burnie for 46 years and following decommissioning in 1998 it was purchased by Brian Mansell and initially used in the D' Entrecasteaux Channel in the burgeoning salmon farming industry. Soon after Brian moved to Cape Barren Island and worked there as an Administrator for the Cape Barren Islanders Council (CBIC) where he used MOWERA as the supply vessel for the island. As well as doing trips to Bridport, on occasions Brian took MOWERA to Launceston, Flinders, Badger, Tin Kettle Island and Long Island. On these trips he always had crew from the Cape Barren Island community. During trips between Cape Barren Island and Lady Barren there was considerable tidal movements, and he was amazed at the ability of the Islanders to navigate through the channels that run like patchwork in the Cape Barren to Flinders Island route at night and other times of very poor visibility due to sea mists, despite the lack of any navigational aids. MOWERA remains in largely in original condition, still running its original Gardner 5L3 engine, swinging a 40 inch prop through a Gardiner 3UC gearbox, all in perfect order. With a

comfortable cruising speed of 8 knots. MIOWERA has served the community of Tasmania well over many years and is now in private hands, moored at Kettering on the SE coast of Tasmania.

### **Dimensions**

Vessel Dimensions: 14.63 m × 3.66 m × 1.83 m (48 ft × 12 ft × 6 ft)