



Maritime Heritage Association Inc.

P.O. Box 1100, Fremantle, Western Australia 6160
Ph: 09-335 8211

MARITIME HERITAGE NEWSLETTER DECEMBER 1990 Volume 1 No. 4

A quarterly publication of the Maritime Heritage Association Inc.

Editors: Sally May and Mike Lefroy.
Typesetting: Jeremy Green,
W.A. Maritime Museum.

Maritime Heritage Major Projects.

J Shed

Sally May, President and Mike Lefroy, Secretary.

The Fremantle City Council has submitted to the Maritime Heritage Association Inc. a letter (dated November 14, 1990) outlining options for the next step in the J Shed project; a set of plans indicating their requirements for the completed restoration of J Shed; and their costing of the schedule of works for the restoration. Below is a verbatim report of the Fremantle City Council's information.

"Please find enclosed a copy of our drawing showing the minimum restoration for J Shed to satisfy both Planning and Health Department requirements. As you can see, it is necessary to provide a toilet and staffroom within the building for the future tenants.

It appears that there has been a certain misunderstanding between the Council and yourselves, with regard to your proposal for the funding of restoration work to J Shed. May I set out my current understanding of the situation.

Possible options for your consideration :

1. The Maritime Heritage Association is not in a position to offer financial support to the project in terms of cash up-front.

2. The Maritime Heritage Association, intends to contribute financially to the basic restoration by obtaining firm quotes from registered tradespeople at reduced costs. This is to be seen as partial 'sponsorship' of the project by these tradespeople.

4. (sic) Fremantle City Council believes that the final

costs involved in restoring J Shed would approach approximately \$100,000. On this basis, assuming a lease duration of ten years, the annual rent would be approximately \$12,000.00 per annum.

5. Assuming that the Maritime Heritage Association can reduce the costs of restoration, the rent can be suitably reduced. (for example, if restoration costs amount to \$60,000.00 the rent could be reduced to approximately \$8,000.00 p.a.).

6. The total building costs will have to be fixed and agreed prior to any work commencing and a lease agreement put in place before the Council expended any money on the restoration.

7. The 'fitting out' within J Shed for each tenant after it's basic restoration will be the responsibility of the tenants.

Assuming you also wish to investigate this agreement further, would you please provide the Council with a full set of valid quotes to cover the restoration, as described in the Schedule of Works and on the plans of the building shown on our latest drawing enclosed."

"J SHED RESTORATION - MINIMUM COSTS SCHEDULE OF WORKS

1. Remove and cart away asbestos sheeting, re-clad roof, east facade, and upper portions of all other walls, as indicated, in 'colourbond' custom orb, colour 'Gull Grey', including all ridges, cappings, gutters, downpipes and flashings.
Quote from 'Roofing 2000', 26 March, 1990 34,420
2. Clad west facade with jarrah weatherboards up to a the height of two metres, and north and south facades up to a height of 2.8 metres. Total area 133m².
Materials: weatherboards @ \$40/m² 6,000
sundries 500
Labour: allow \$7/m² 950
3. Paint weatherboards, prepare, prime, undercoat, finish in gloss enamel
allow \$6.80/m² 900
4. Paint doors, windows, fascia and barges.
Quote from May-Dale Painters 4 May, 1990 10,882
5. Provide stud partitioning and two internal doors including iron mongery to w.c. and staffroom. Provide two windows to match existing.
 - (i) 15 x 2.5 + 40m² stud framing @ \$30/m² 1,200
 - (ii) 126m² plasterboard @ \$24/m² 3,000
 - (iii) 26m² concrete floor, 100mm @ \$146/m³ 380
 - (iv) 2 No 820 doors in frames, allow \$350 each 700
 - (v) 2 No windows, openable, allow \$500 each 1,000
 - (vi) 100 x 25mm skirting, 45m @ \$8.15/m 366
 - (vii) 1m² ceramic tiling 60
 - (viii) Sink cupboard in staff room 1,000
 - (ix) Painting to the above, allow.. 1,000
6. Provide the following sanitary fittings and fit connections
 - (i) 1 low level vitreous china w.c. suite 1,400
 - (ii) 1 wash hand basin 750
 - (iii) 1 single 45 litre s/s trough, on brackets 900
 - (iv) 1 single bowl s/s sink 900
 - (v) sewer junction 150
 - (vi) 60m x 100uPVC drain @ \$41/m 2,460
7. Provide electrical services including 4 No. 3 phase, 10 amp outlets, 8 double G.P.O's, interior and exterior lighting.
Quote from Interdel Electrical - 1/5/90 8,613
8. Repair doors etc including overhead running tracks, repair windows and reglaze as necessary, allow... 12,000

TOTAL \$89,531"

City of Fremantle

'J' SHED
MINIMUM WORKS REQUIRED
PLAN & SIDE ELEVATIONS
(TO BE READ IN CONJUNCTION WITH SCHEDULE OF WORKS)

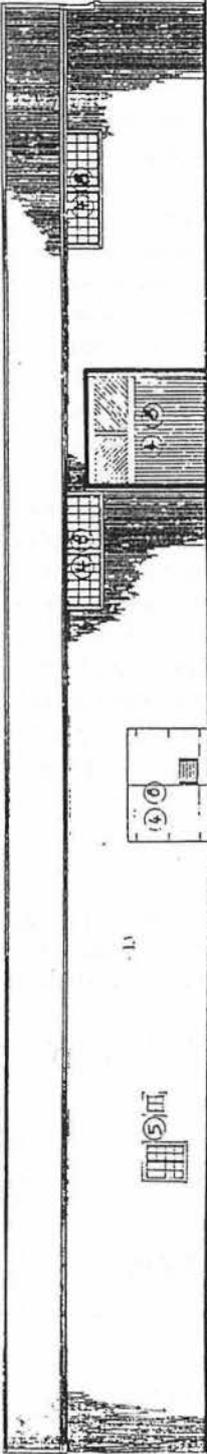
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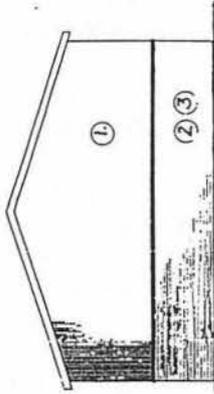
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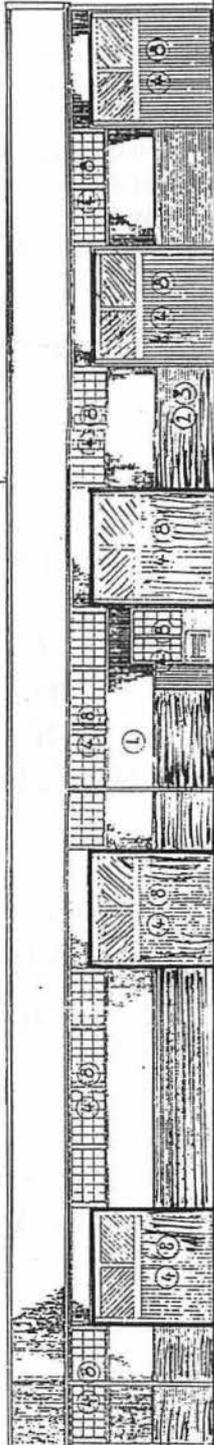
EAST ELEVATION



NORTH ELEVATION

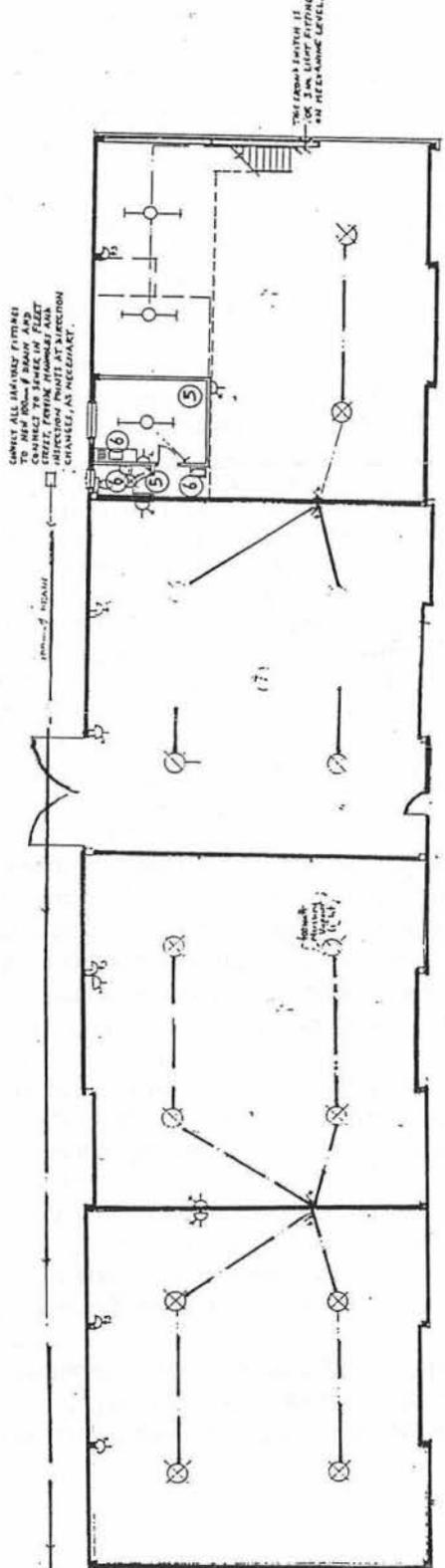


SOUTH ELEVATION



WEST ELEVATION

- GENERAL NOTES**
1. Works and materials shall be in accordance with the specifications and standards of the City of Fremantle and the Department of Public Works, Perth.
 2. The contractor shall be responsible for obtaining all necessary permits and approvals from the relevant authorities.
 3. The contractor shall be responsible for the safety of all workers and the public during the course of the works.
 4. The contractor shall be responsible for the protection of all existing services and structures on the site.
 5. The contractor shall be responsible for the disposal of all waste materials in accordance with the relevant regulations.
 6. The contractor shall be responsible for the maintenance of access to all services and structures on the site.
 7. The contractor shall be responsible for the maintenance of the site during the course of the works.
 8. The contractor shall be responsible for the maintenance of the site after the completion of the works.
 9. The contractor shall be responsible for the maintenance of the site during the course of the works.
 10. The contractor shall be responsible for the maintenance of the site after the completion of the works.



PLAN.

Brian Phillips and Jim Rutherford are investigating new, written quotes to see whether they can reduce the overall cost for the schedule of works outlined above. All members are invited to participate in obtaining quotes. Sally May and Mike Lefroy are investigating quotes from construction companies which may consider undertaking the entire restoration project, under contract to the Fremantle City Council, at a reduced cost.

Brian Phillips and Jim Rutherford, in conjunction with others, are to compile a floorplan for the interior layout of J Shed. This plan is to address long term considerations of a variety of traditional maritime trades, including an area set aside for a sail loft.

Maritime Heritage Trust

Sally, President.

The Maritime Heritage Trust Limited (a company limited by guarantee) will be incorporated, with governors or trustees appointed, and ready to take up the head lease from the Fremantle City Council when the restoration of J Shed is completed. Earlier *MHA Newsletters* discuss in depth the preference to have J Shed managed by a Trust rather than by the Maritime Heritage Association. Existing examples of similar bodies are the *Leeuwin* Sail Training Foundation, the Queensland Maritime Museum and Sydney Maritime Museum.

Rod McLeod, President of the Queensland Maritime Museum Association (a company limited by guarantee), very kindly sent a copy of this organisation's memorandum of association. Together with the *Leeuwin* Sail Training Foundation's memorandum of association, these two documents will help guide the establishment of the Maritime Heritage Trust Limited which will own and manage property on behalf of the Maritime Heritage Association. Trustees or board members will need to be carefully chosen for the Maritime Heritage Trust to ensure that the objectives and mission of the Association Incorporated wing is honoured. The firm of solicitors, Cocks and Macnish, will be approached in the near future with a request to draft a memorandum of association for the Maritime Heritage Trust.

Guidelines for the compilation of the memorandum of association is being compiled by Bob Johnson, Mike Lefroy and Sally May. Upon completion these will be published in the *MHA Newsletter* for members to consider and comment upon. The guidelines will also serve to assist the firm of solicitors, Cocks and Macnish, in their preparation of the memorandum of association.

Yambulla, Heritage and Education Working Together

After all the hard work and planning put into this project by Paul Boddington, Paul Willison and Museum staff, the future is grim for its success. It is ironical that after all the restoration work done on the *Yambulla*, the establishment of a Commercial Survey for Historic Boats by Marine and Harbours, and the vessel having passed its first commercial survey - that the centre from which the vessel was to operation is threatened with closure.

In response to the Government cutbacks in education, the Expedition Boatshed is to be closed at the end of this year.

Maritime Heritage Association members are urged to write to the Minister of Education seeking the Government to reconsider this decision or at the least to look at ways to prevent its closure. The Expedition Boatshed has a vital role in education and has been providing an outstanding service to schools, tertiary groups and the community. With one in three Western Australians owning a boat, the highest ratio in Australia, it is imperative that students be exposed to training in maritime safety and responsible use of the marine environment by trained and specialised teachers.

With one member of staff, the Expedition Boatshed provides the following:-

"The capacity of the centre is controlled by Ministry guidelines set for individual outdoor activities. Equipment levels are maintained at a level capable of servicing a class size of 20 students with some overlap of classes.

The number of school groups using the Boatshed is as follows:

Primary govt	:	Occasional use, not set classes
Primary non govt	:	as above
Secondary govt	:	93
Secondary non govt	:	3
Special schools	:	4
Tertiary	:	6
Teacher inservice	:	8
Community groups	:	Involvement through TAFE.

Weeks in use: The centre is used for a total of 44 weeks of the year. Usage during the school holidays is mainly tertiary groups and community involvement.

Weekend use: Weekend usage is very high with many schools using this time for expeditions. TAFE also run small craft proficiency courses during this time.

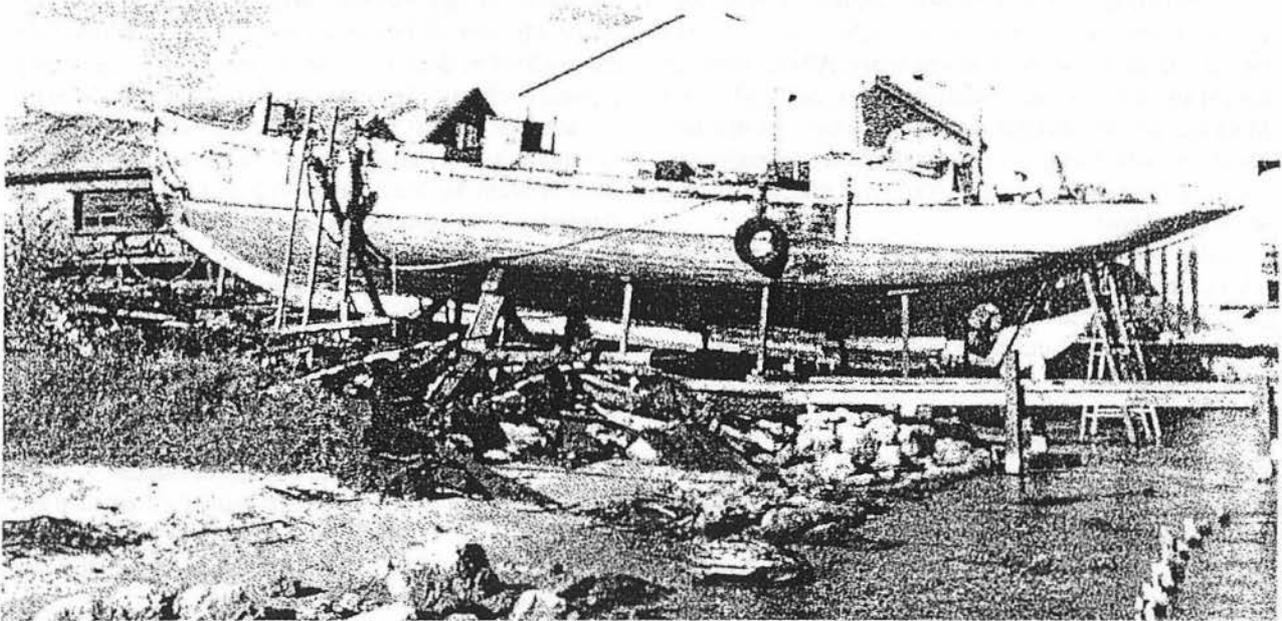
The number of students using the Expedition Boatshed is as follows:

These figures represent the total number of students thorough the door in the year. Many students were return visitors due to the nature of their courses. Most students are involved in courses which are 10 weeks long.

Primary govt	:	variable
Primary non govt	:	limited
Secondary govt	:	1,712
Secondary non govt	:	32
Special schools	:	70
Tertiary	:	75
Community groups	:	60

The popularity of the centre and the need for curriculum support in this area is clearly reflected in the statistics. The introduction of the "Sea Trek" expedition was expected to further increase the demand for this centre."

The Expedition Boatshed provides information and facilities to over 22 schools in 7 different districts. To close this centre is to deny these schools access to the Expedition Boatshed facilities and put the onus of acquiring equipment back onto the individual schools - a rather illogical and irrational approach to saving money in the education sector.



Trixen in the 1960's during conversion to a fishing trawler.

Trixen, Broome Pearling Lugger

Sally May, Assistant Curator, W.A. Maritime Museum

A small informal lunch hosted by the Western Australian Museum on Thursday December 13 will mark the beginning of stage two of the *Trixen* Project. Malcolm Hay, Chairman of the *Leeuwin* Sail Training Foundation, will be the Museum's guest of honour in recognition of his offer to assist in raising funds to pay for restoration and construction plans to be produced. Compilation of existing information and production of plans will commence in 1991.

Rigging Courses

Jim Rutherford, Rigger and Ropework Instructor

Rigging courses began at the *Leeuwin* Sail Training Foundation in B Shed in August 1990. The courses are run for two hours every Tuesday evening between 7.00-9.00pm. A complete course is 4 Tuesday evenings and cost \$40 per course (or \$5.00 per hour). Between 10 and 15 people have been participating in each course and are instructed in groups, according to the specialty of skill they are seeking.

With the *Leeuwin* homeported for its annual fitout in November and December, courses have been held in obedience until January or February 1991. Thereafter, the courses will be run monthly again.

People participating in the courses come from all walks of life seeking to acquire more skill and understanding of rope work - some do the courses to complement their sailing; others who enjoy the artistic side of rope work, like making seachests; others because of their interest in sailing the *Leeuwin*.

Part of the proceeds from these courses go to the *Leeuwin* Sail Training Foundation. The \$40 for each course must be paid in advance to the *Leeuwin* Sail Training Office, B Shed.

Anyone who is interested in participating in these courses please contact the *Leeuwin* Sail Training Office on ph: 430 4105

Bather's Bay Boatbuilding Courses

Brian Phillips, Shipwright with Endeavour Replica.

The proposed wooden boat building course will definitely be of amateur status. I see the course having three definite groups, but all with a keen interest in boats:-

1. Novices with no hand skills
2. People with some hand skills and knowledge of tools
3. Apprentices who want to further their knowledge of wooden boat construction.

These groups of people can be integrated together at different times when the need arises.

There will be short lectures at each session, explaining what is to happen, or of a given subject.

The plans that have been drawn up need not necessarily be used, although I would like to use these, as we could go all the way with the project by using the rigging class as well, thereby giving us a complete Maritime Heritage craft. If people have a different project, we can look into this when the need arises.

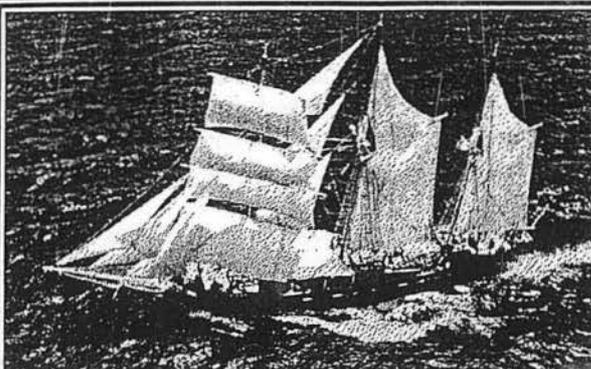
Until J Shed is up and running I would like to suggest that we use B Shed, as this would further the interest in future Maritime Museum projects.

Times of the courses are not finalized as yet, but possibly one night a week and all of Saturday, with people doing either a half or a full day.

There are other tradespeople willing to become involved in this project with me, so with their added skills I will be able to do different projects at the same time. There has also been much interest shown in this project, especially from keen apprentices wanting to further their knowledge.

Costing of classes etc. have not been finalised as yet but will be looked into in the New Year when this exciting project will be starting.

Notes and News



**AHOY FREMANTLE!
DAY SAILS**

December 26th, 27th, 29th and 30th
1000-1600 hrs (includes lunch on board)
\$70 Adults. \$40 Children (5-12 Years)
For reservations call (09) 430 4105

The Leeuwin Sail Training Foundation Limited.
P.O. Box 1100, Fremantle W.A. 6160
All proceeds aid Sail Training for Our Youth.

Heritage of Western Australia Bill 1989

Drafts of the Heritage Bill of Western Australia are available from the Chairman of the Standing Committee on Legislation, Legislative Council, Parliament House, Perth, WA 6000. If you are interested in understanding the policies and guidelines to be followed by State Governments in the management of Western Australia's heritage, it is well worthwhile getting a copy. This Bill, once approved by Parliament, will determine the future of maritime heritage. Before the Bill becomes legislation, read the drafts with the future of maritime heritage in mind.

Classic and Wooden Boat Festival 1990

Mike Lefroy, Education Officer, Endeavour Replica Project

The Classic and Wooden Boat Festival held on the last weekend of October was a great success for all concerned.

More than 10,000 people visited Challenger Harbour over the two days to view the 80 or so classic craft on the water and the many exhibits on the hard stand and in the large marquee.

The Maritime Heritage Association was well represented in the marquee with displays of plans for J Shed, plans for Fremantle as a Maritime Heritage Centre and other projects such as Brian Phillips' wooden boat building course. On the water, Peter Petroff and Scott Anderson's restored yacht *Ceilidh* was having her first official outing since being saved from the bottom of Mosman's Bay. *Ceilidh's* restoration process was documented in a visual display in the marquee as an example of a maritime heritage co-operative venture. Peter and Scott had assistance from any members of Fremantle maritime community in a project which showcased the variety and craftsmanship of our maritime artisans. It is hoped that a centre such as J Shed can provide a focus for similar restoration projects.

Other members prominent at the Festival were Jenny

Scrayen working her superb carvings, Jim Rutherford expertly constructing a cargo net in the marquee, and Jan Jensen who had a display of his ironwork as well as a very popular side show attraction with his anvil and hammer.

Also in the marquee was Ross Shardlow with an interesting display of his marine art, in particular showing the development of a painting; from the research and early sketches to the finished product.

A highlight of the Festival was the Build-a-Boat-in-a-Day competition. The event was divided into two divisions - one open to all comers and one for schools. The open division competitors (two per team) were required to build a boat that could be rowed around a course while the school students (in teams of three) were required to build a boat to be paddled over the same course with a crew of two.

At the sound of the steam whistle from the replica steam boat *African Queen*, the ten teams raced to their stack of raw materials and began the construction phase of the competition. Armed with their own hand tools - limited to essentials only - the teams began converting the plywood, lengths of timber, nails and wire into a variety of craft. The plywood and other timber was supplied by **Bunnings** while the essential ingredient for a rapid-built water proof vessel, Sikaflex (a marine grade sealant), was supplied by Sika Australia.



Photo: Captain John Lancaster, 1990.

When the dust and spray had settled, the team from *Leeuwin* Sail Training Association (Simon Walker and Gordon Golby) was the open winner on the water while the boys from Harvey Agricultural Senior High School lead the schools' division home. The best designed boat was constructed by two shipwrights, Ian Tomsett and Danny McDermott from the *Endeavour* Replica Project.

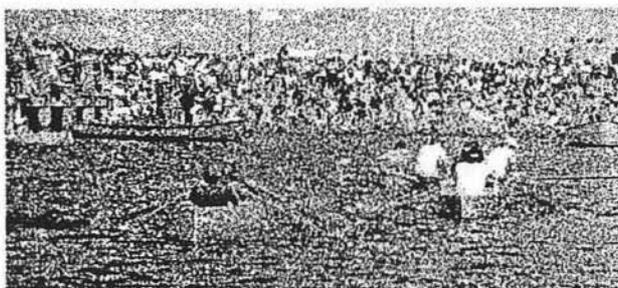


Photo: Captain John Lancaster, 1990.

The team from Harvey - Chris Stevens, Chris Lucken, Shannon Schmidt and Abe Hampson - completed a very successful day for their school by taking out the best design in the schools division and then winning the race-off on the water with the open champions from *Leeuwin* S.T.A.W.A.

Financially the event was quite successful for the M.H.A. Just under \$300 was raised from the evening social at the Sails of the Century Museum (B Shed). Special thanks to Bernie Unwin and Laurel Vitaljich who ran the bar and Bob Johnson for being the gatekeeper. One hundred and fifty dollars was received as a donation from Ralph Minervini of **Ralph's Beach Bar**. We are very grateful to Ralph for his generous donation.

Next year the cliché "...bigger and better" will certainly apply. The *Endeavour* Replica Project is planning to launch their ship around Festival time and the W.A. Maritime Museum has begun planning an international conference titled, "Replication, Reconstruction and Restoration - Principles, Issues and Ethics" which will coincide with the Festival.

The M.H.A. will also be continuing its high profile involvement in the Festival and hopefully by then from a new headquarters - J Shed on Bather's Beach.

Classic and Wooden Boat Festival 1990 - Special Acknowledgements

Rod Taylor who, in his own time, photographed J Shed and provided prints for display. Rod is better known for his work with **The West Australian** newspaper and the M.H.A. is delighted with the photographs he has done for us.

Robyn Bulley produced the fair copies of Brian Phillip's boat lines plans promoting the wooden boat building course which provided a very professional finish to this display.

The W.A. Maritime Museum's Historic Boat Collection would also like to thank Ross and Barbara Shardlow, Mike Lefroy, Brian Phillips and Jim Rutherford without whose efforts in the transport department, the Historic Boat Collection would not have been represented at the Festival.

Sail Training - Team Building at Sea

Representatives of W.A. Industry recently sailed in S.T.S. *Leeuwin* on two Corporate Day Sails to see for themselves how training programmes operate onboard.

The were involved in all aspects of sailing this magnificent machine. All were assigned to a watch/team and did it all, from setting/furling sails, line handling, team sports, climbing the yards, to taking the helm.

The present job market finds many young people taking up the challenge of the *Leeuwin* Programme (10 days) to increase their chances of future employment.

One of the participants said to Neil Burr the Promotions Officer for the *Leeuwin* Sail Training Foundation: "A valuable experience, *Leeuwin* surely is a medium for Staff Training, from Apprentices to Senior Management".

As well as the normal 10 day Sail Training Programme the Foundation will now conduct Team Building Voyages of 3 or 5 days' duration, where the participants are provided with a unique platform exposing them to a process which reflects and intensifies the team building process. Great interest has been expressed in this team building concept, particularly as it is eligible under the new Training Levy Legislation.

Endeavour Replica - Launching of the Pinnacle

In mid-October the first launching at the *Endeavour* Replica Project occurred - that of the pinnacle.

In a low key affair at Fremantle Sailing Club, the 23 foot ship's boat slipped quietly into the water and was then towed around to the project's ship shed.

Although the pinnacle has been completed and on public display for over six months, this was it's first taste of the sea and it certainly lived up to expectations.

The first test, under sail, was past with flying colours. In a 10-12 knot sea breeze the boat, under the guidance of project manager, John Longley, moved easily through the water with the lightest touch on the helm. Within half an hour the crew had the vessel so well balanced that it sailed for over half a mile without the necessity of a hand on the tiller. Despite the lack of a keel, the boat made ground to windward and sailed surprisingly fast for a vessel of some 800kgs displacement with 6 crew on board.



Photo: Captain John Lancaster, 1990)

The second test was under oars, this time with Naval Architect David White in charge - tiller in one hand and cat-of-nine tails in the other. The crew had some difficulty handling the long oregon oars but when the co-ordination between rowers came the boat slipped along with little difficulty.

The pinnacle is a 23' ship's boat, the largest of three carried by MH Bark *Endeavour*. It can set just over 200 square feet of sail on three masts or can be rowed with six oars.

The keel, stem and stern are constructed from jarrah, the frames are laminated nyatoh and it is planked with douglas fir (oregon pine). Inside, the thwarts, cappings, washboards, sternsheets and gratings are made from teak and the bottom boards from nyatoh.

The spars and oars are made from douglas fir and the sails

from duradon - a synthetic canvas.

The pinnacle was used by Captain Cook as a work boat ferrying people and equipment between the ship and shore. It was also used for survey work and navigation, particularly as the *Endeavour* edged her way north through the Great Barrier Reef.

On board the *Endeavour*, the ship's boats were carried nested one inside the other, on booms and spars over the main hatchway between the fore and main masts. Tackles from the fore and main course yards would have been used to hoist the boats in and out of the water.

The pinnacle's first official duty afloat was at the second Classic and Wooden boat Festival in Challenger Harbour on the weekend of October 27/28.

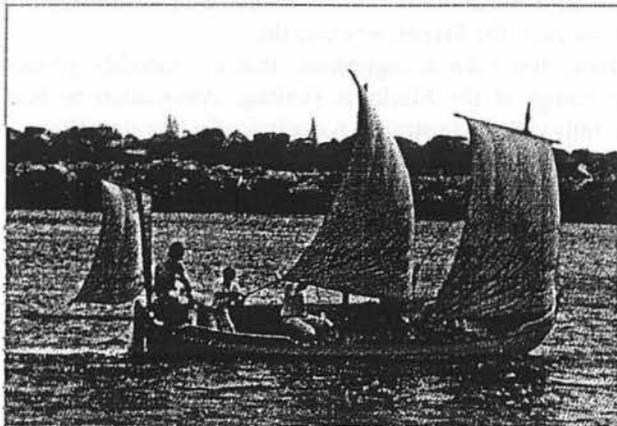


Photo: Captain John Lancaster

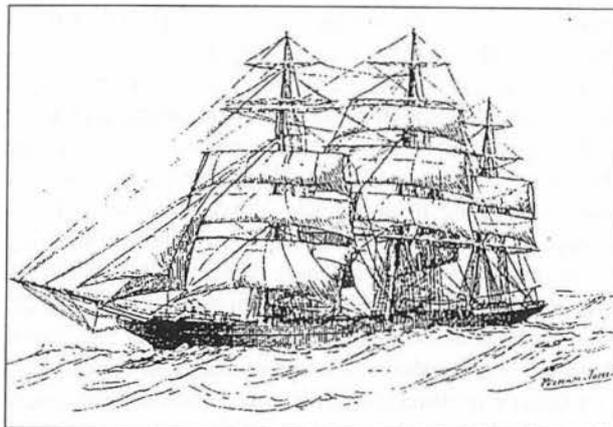
Since then the pinnacle has been out on the water on a weekly basis under command of Peter Petroff, *Endeavour's* chief sailmaker and a prominent M.H.A. member. She continues to perform well in the fresh afternoon sea breezes and is proving to be a very dry boat with an easy motion through the choppy waves whipped up by the "Fremantle Doctor".

Around the time of the 1991 festival the next launching at the *Endeavour* Replica Project will occur. This time it will be a far bigger splash as the full sized museum standard replica of HM Bark *Endeavour* emerges, stern first out of the Mews Road ship shed on her launching ways.

If the initial performance of the pinnacle is anything to go by, the launching and initial sea trials of the mother ship will be an event worth waiting for.

Research for a Model of the Clipper Ship *Samuel Plimsoll*.

Roderick Anderson, Art Curator and Model Maker.



Basil Lubbock in his classic volume "The Colonial Clippers" wrote of Thompson's Aberdeen line clippers in the following terms:

"No ship that ever sailed the seas presented a finer appearance than these little fliers. They were always beautifully kept and were easily noticeable amongst other ships for their smartness; indeed, when lying in Sydney Harbour or Hobson's Bay, with their yards squared to a nicety, their green sides with gilt streak and scroll work at bow and stern glistening in the sun; their figure heads, masts, spars and blocks all painted white; and every rope's end fleamish coiled on snow-white decks, they were the admiration of all who saw them."

Such was George Thompson's Aberdeen Line at the pinnacle of its career, widely regarded as the leading clipper line serving the Australian emigrant and wool trade, now almost forgotten.

Lubbock went on to say "not least of these magnificent vessels either in speed, appearance or sea qualities was ... the *Samuel Plimsoll*."

Samuel Plimsoll was an iron ship built at the yards of Walter Hood & Co. in Aberdeen for Thompson's Line in 1873. It was 241.3 feet long, 39 feet broad and had a hold depth of 23.1 feet giving a gross tonnage of 1510 and net tonnage of 1444. Built during a period of transition in design the *Samuel Plimsoll* had inside channels which gave the ship a narrow spread of lower rigging and made it liable to carrying away. The vessel was dismasted in 1887 and again in 1902. As an unusual feature, the deadeyes were fitted with wire lanyards. Built for the passenger trade the *Samuel Plimsoll* had a long poop and good crew accommodation. The ship was known as a flier in the roaring forties and as one of the fastest clippers.

It served under George Thompson's flag until 1899, when after catching fire in London and being scuttled, the vessel was raised and sold to Shaw Savill and Albion who owned it until 1904 when they sold the *Samuel Plimsoll* to McIlwraith McEachern as a coal hulk, after a dismasting off New Zealand in 1902.

For the next forty years it was moored in Fremantle Harbour until sunk in a collision in 1945. *Samuel Plimsoll* was finally cut up and dumped at sea in 1948 at Beagle Rocks.

Very little remains to remind us of the ship besides the euologies of its contemporaries, the figure head, binnacle, navigation light, lifebuoy, wheel and less than 50 known photographs. No plans are known to exist as with the exception of the *Thermopylae*, another of Hood's famous ships, all of their records have been lost.

Nevertheless a lot can be reconstructed from this meagre list. There are enough known measurements, and these added to the photos, allow an accurate profile plans of the ship to be arrived at and a fairly accurate deck plan. A complete rigging plan can also be reconstructed. This is perhaps the easiest, as most photos are of the ship showing the rigging. Deck details are more difficult and no photo yet has come to light of the foredeck or forecandle although the main deck aft of the main mast and poop deck are shown clearly enough to show a change in design of the standard compass at some time about 1890. Therefore any leads to any photos which might show a detail not shown in the others are eagerly sought.

Eventually I hope to use the information to reconstruct the appearance of this ship as a model at a 1:48 scale. Having opened with a quote from Basil Lubbock it is perhaps fitting to close with another by this eminent chronicler and by a contemporary describing the *Samuel Plimsoll* in her last days.

From quay to midstream buoy, and from buoy to quay, she is plucked and hauled. Occasionally she feeds a hungry tramp with coal. Abashed and ashamed of her vile uncleanness she returns to her midstream moorings where most of her time is spent in idleness and neglect. One looks in vain for the long tapering spars and the beautiful tracery of her rigging. Stunted, unsightly derricks have replaced them. The green painted hull is now transformed into a dull red, a composition red that cries aloud, not of beauty, but of utility. Regularly with each returning ebb and returning flood of the Swan, she swings to her moorings, the composition smeared efigy of *Samuel Plimsoll*, Alternately facing towards river and sea. marine life has made of her plates a habitation and refuge; her bottom is foul with the dense green growth of years. Her costly fittings, solid brass belaying pins, and highly burmished, brass-covered rails and spotless decks, where are they? Coal-gritted baskets, whips and tackles are strewn along the decks: they all proclaim her squalid and servile call. Among these old hulks, however, she is withal the most dignified looking, the graceful lines of her hull lending her an air of distinction at once apparent even to the layman.

A Mr Harper in 1933 described her thus ...

Found the clipper ship *Samuel Plimsoll* lying alongside the *Concordia* at the wharf. Some ship lover has kept her name painted, but her figure head has gone and the bowsprit has been cut short, though the inner part still runs along under the forecandle head. I send you (may I be forgiven!) a dowel from the good old ship; not the quality of the timber and think of the tons of water from every clime that have washed over it while she was being driven into a head sea. The *Samuel Plimsoll's* decks were littered up - coal shoots, staging, old timber, mooring chains, steam winches, etc. All three lower masts are standing and, like the hull, look good for years yet. The bulwarks have been cut clear away level with the scuppers on both sides, from the break of the forecandle head to the break of the poop. The original bollards remain, also the forestays,

and the poop and forecandle ladders. Her yards... are in use as derricks and the hold was about one third full of coal. The 'tween decks were badly battered, but beams, stringers and stanchions are in good condition.

In the main saloon was the sideboard with its marble top and brass rails and the carving above the birds' eye maple and satin-wood panelling. The mahogany-framed couch, with sausage-shaped velvet covered cushions, was in excellent preservation. In the captain's room bunk, chest of drawers, racks and lockers, though dusty, are still *in situ*, and there is an iron bath in the adjoining room almost deep enough to stand up in and tread water.

Monthly Meetings - 7.30 pm Second Wednesday of each Month at the W.A. Maritime Museum's Education Centre, Cliff Street, Fremantle.

There has been a suggestion, that the monthly general meetings of the Maritime Heritage Association be held jointly with the Australian Association for Maritime History. In this way, speakers can be shared (or perhaps spared - repeats of their talks). A jointly publicised monthly meeting with one speaker would also booster the numbers of people attending the talks.

Members are asked to think about this proposal and decide what arrangement they would prefer for their monthly speaker evening.

Monthly Public Meetings - Reviews

October - Patrick Baker, WA Maritime Museum's specialist photographer presented a talk titled "A history under the sea - a photographer's view". Patrick's photographic achievements include international prizes for his work as well as working on projects like the *Mary Rose*. His presentation and repartee for the evening was appreciated by all in attendance. **November** - Jeremy Green talked about the Lelystad *Batavia* replica project. Jeremy Green is a Senior Curator and Head of Department of the WA Musuem's Maritime Archaeology Department and spent six months working with this project, 2 years ago. The talk followed the history of original *Batavia's* voyage to disaster on the coast of WA, its excavation, preservation and restoration and rounded off with the replica being built in Holland. This talk stimulated a great deal of discussion which followed on from Jeremy's talk.

Montly Public Meetings - Previews

(Subject to consideration for joint meetings with the AAMH)

December - Graeme Henderson will talk about the pearling industry, specifically in WA. Graeme is Senior Curator and manages the Colonial Wrecks Programme at the W.A. Maritime Museum.

January 9 - The General Meeting for January will be held in obedience although the Executive Meeting at 5.30pm will be held as usual (general members are welcome to attend).

February 13 (to be confirmed) - Tom Vosmer will talk on the *Balangay 2* project, National Museum Manila, Philipines. Tom Vosmer had a wood boat building business at Port Adelaide in 1989 which he sold before moving to Western Australia to complete the Curtin University's Post-Graduate Diploma in Maritime Archaeology, 1990.

March 13 - (to be confirmed) - Mike McCarthy of the Western Australian Maritime Museum will present a talk about the excavation, preservation and presentation of the SS *Xantho's* engine.

April 10 - Maritime Heritage Association Annual General Meeting.

Maritime Heritage Association Office Bearers

Executive

President, Sally May, W.A. Maritime Museum

Vice President, Ross Shardlow, Marine Artist

Vice President, Barbara Shardlow, Librarian/Historian

Vice President, Bernie Unwin, TAFE External Studies

Vice President, Peter Petroff, *Endeavour* Replica

Secretary, Mike Lefroy, *Endeavour* Replica

Treasurer, Jim Rutherford, Rigger

Committee, Brian Phillips, *Endeavour* Replica

Committee, Roderick Anderson, Model shipbuilder

Committee, Paul Willison, Expedition Boat Shed

Committee, Bob Johnson, *Leeuwin* Sail Training Foundation

Ex-officio Positions

Membership Secretary, Tana Bailey, *Leeuwin* Sail Training Foundation

The Maritime Heritage Association Inc was incorporated under the Associations Incorporation Act 1987 on April 2, 1990.

NOTE

In future, Notice of Monthly Meetings will only be given in the quarterly Newsletter - monthly reminders will NOT be distributed to members in the future.
