



**Maritime Heritage
Association Inc.**
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Fremantle
Western Australia 6160
Ph: 335 8211

MARITIME HERITAGE NEWSLETTER

DECEMBER 1991

Issue: Volume 2 No. 4

A quarterly publication of the
Maritime Heritage Association Inc.

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

The Western Australian Museum's whaleboat, donated by the American Consul and others, will be used on weekends for special training sessions. The whaleboat will remain on display in the Historic Boats Museum during the week days.

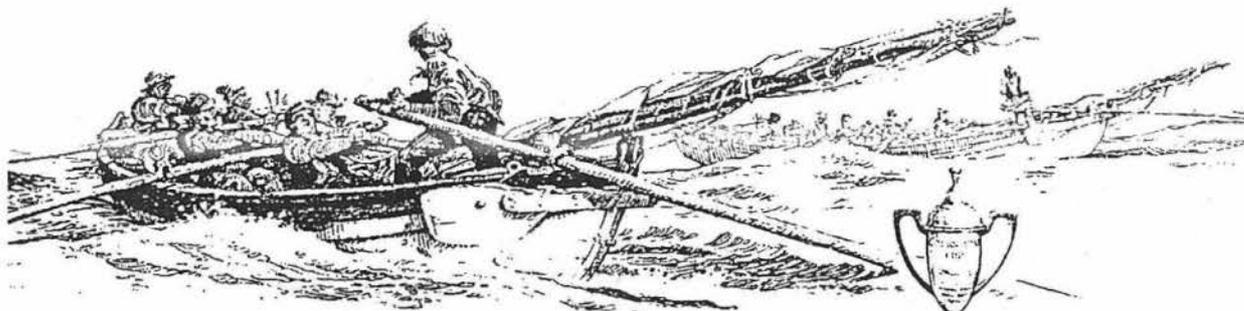
Gary Tonkin in Albany has also dipped into his reservoir of contacts which has lead to discussions between Ross Shardlow and the State Manager of Australian Airlines. The topic of these discussions is the sponsorship of air fares to Warnambool in February 1992 so that the M.H.A. can send a team to compete with Flagstaff Hill and Mystic Seaport teams.

Ross and Barbara Shardlow have been working on a whaleboat racing brochure to promote this project. The draft of the brochure appears below and the Shardlow's would welcome members' comments and suggestions before the final is completed.

Contacts - Whaleboat Sub-Committee:
Brian Phillips - Construction ph: 339 4694 (Home)
Ross Shardlow - Publicity and Sponsorship ph: 361 0170
(Home and Work)
Bernie Unwin - Crew Training ph: 339 3449 (Home)

MARITIME HERITAGE MAJOR PROJECTS.

International Whaleboat Racing



CAPTAIN MILLS CUP

Ross & Barbara Shardlow—draft brochure for the Whaleboat Racing Project

The research and compilation of the grant application to the Lotteries Commission is all but complete, with one outstanding quote to arrive from Flagstaff Hill, Warnambool.

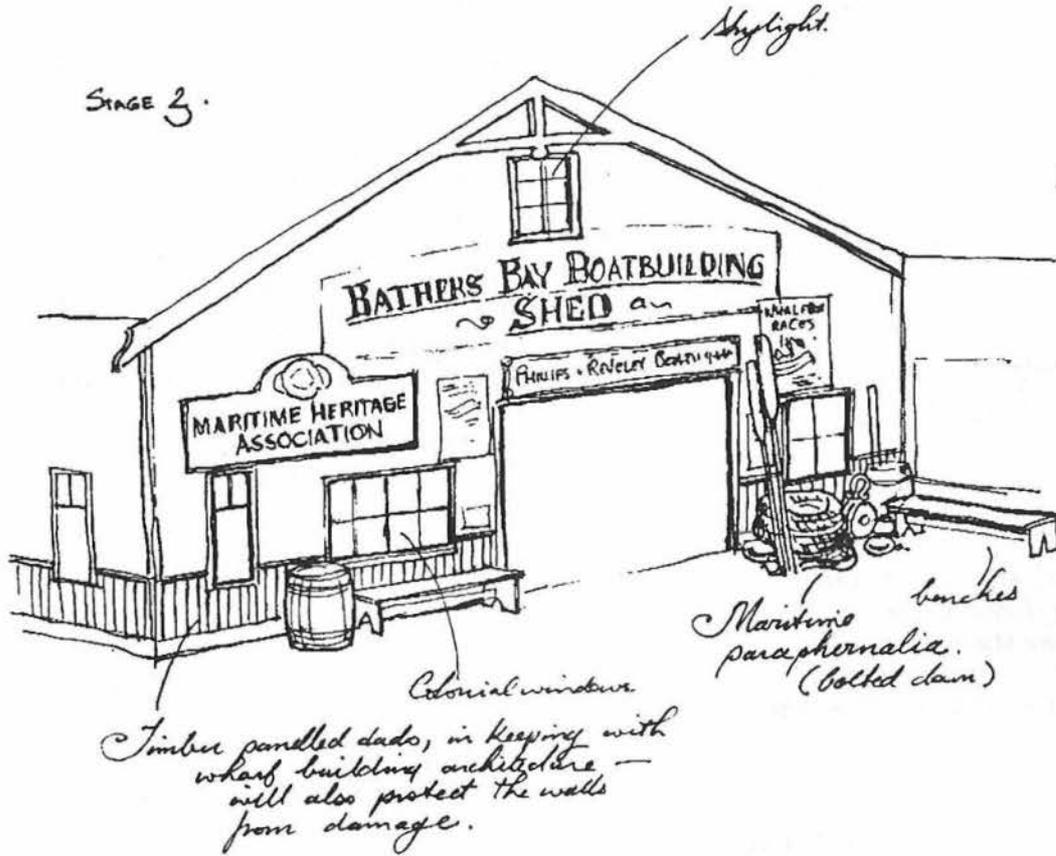
Brian Phillips' has yet again reached into his fathomless resource of contacts and enlisted the enthusiasm and skills of Graham (Tubby) Lahiff. Tubby Lahiff has extensive experience with surf life saving, in particular the Cottesloe Surf Life Saving Club. His experience in organising, training and motivating rowing teams will stand the M.H.A. in good stead for getting its whaleboat racing project up and running. The President has advised him that if he is going to invest his effort, energy and enthusiasm into the M.H.A. whaleboat rowing teams, then he has her permission to use the tiller on recalcitrant members.

Amateur Wood Boat-Building School

Dave Ellis has all but completed the hull and rig of his Minum Cove plywood dinghy designed by Brian Phillips. Lesley is nearing the completion of the hull of her Minum Cove hull and has commenced work on the rig. Brian Phillips, Mike Reveley and John are making rapid progress on the 14 foot carvel sailing dinghy which Brian intends selling with the proceeds going to the M.H.A. The frame has been erected for Cullity's larger sailing dinghy and the plans for this boat have been lofted.

The next boat-building course will begin in January 1992.

Bathers Bay Boat-Building Shed



Sketches by Ross Shardlow indicating the potential presentation of the new wall inside the Historic Boats Museum.

B Shed, Historic Boats Museum,

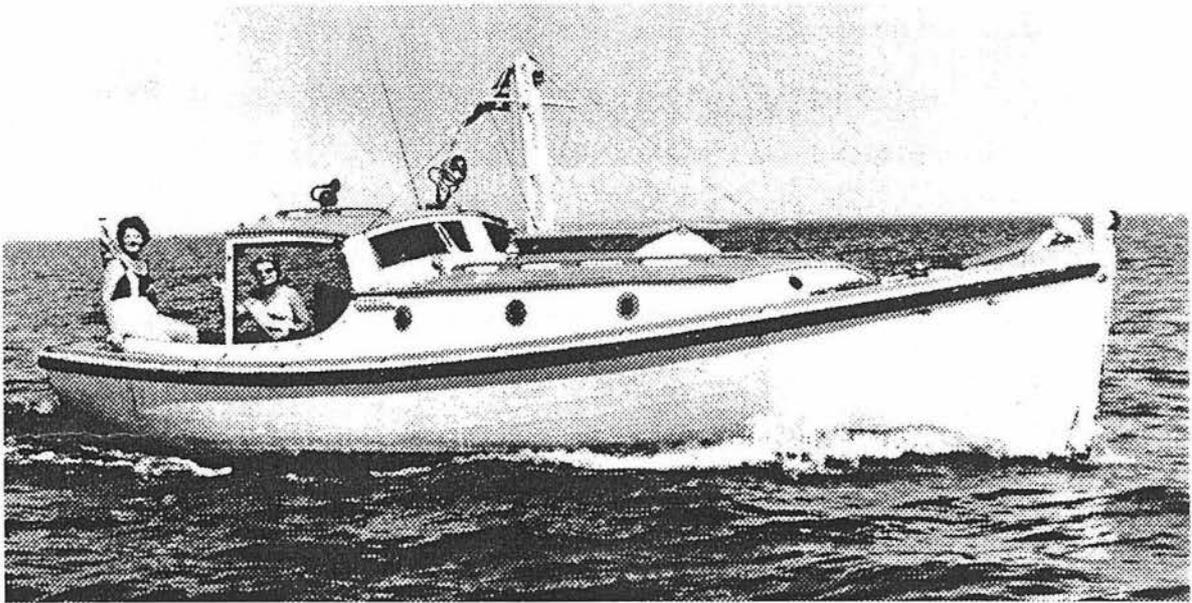
The Fremantle Port Authority commenced work on the wall in the B Shed, Historic Boats Museum on Monday November 18 and completed the task in the week beginning December 2. Progress was rapid and the result pleasing to all involved. The Fremantle Port Authority donated their labour for this project and materials were purchased by the M.H.A. The F.P.A. has always been most supportive of the projects and objectives of the *Leeuwin* and the Historic Boats Museum. The M.H.A. is delighted that they were able to extend their generosity to supporting this organisation's objectives. The space was made available, without charge, by the Western Australian Museum for use by the M.H.A. and the *Leeuwin* Sail Training Association.

Ross Shardlow has donated his time and talents to providing a draft sketch of how the wall could look in the future. His plan has the total endorsement of Western Australian Museum staff who are eagerly looking forward to Ross's sketch becoming the real thing.

Maritime Heritage Finances

Tana Bailey, Treasurer
 The Maritime Heritage Association now has 67 paid up members. The Statement of Accounts on November 13, 1991 was \$901.63 credit.
 Income - Boat Building Courses:
 Course No. 1 \$730.00
 Course No. 2 \$770.00
 Course No. 3 \$170.00 **\$1,670.00**
 Expenses:
 Insurance \$183.75
 Tools \$1,274.73
 Extensions to B Shed \$1,647.62
 Materials for courses \$1,233.45 **\$4,339.35**
 (student reimbursement on materials outstanding)

M.H.A. Volunteers Wanted for completing Stage 1 of the above sketch. This is, at least 6 people prepared to paint on the cream and greens indicated in Ross Shardlow's sketch. Date of work bee is:-
 Saturday December 14, 1992
 Time is: 9.00 am to 4.30 pm (or shorter if you must).
 Contact Sally May on 335 88211 or turn up at the Historic Boats Museum, B Shed.



Georgia in 1972 skippered by Roy Porter. Compliments of the Royal Victorian Motor Yacht Club.

OUR MARITIME HERITAGE

Preservation of HMAS *Sydney's* (1913-1929) Steam Pinnace

The Western Australian Museum has taken the steam pinnace, *Georgia*, into its care. This 28 foot long ship's boat was sold through Halverson's after the *Sydney* was decommissioned in 1929. Purchased by a Royal Australian Naval officer, Roy Porter, it accompanied him to Victoria and later Western Australia after his retirement. In his twilight years, Porter sold the *Georgia* to a member of the South of Perth Yacht Club. This owner later offered it for sale to the Western Australian Museum after he deemed the vessel to be unsafe for future use without extensive reconstruction. Frank Marchant provided the names of people and organisations in the eastern states which enabled the authenticity of the vessel's origin's to be confirmed.

With the assistance and advice of TAFE Fremantle College's Head of Engineering Department, Joe Grgich, the 2 cylinder Lister (SW2M) diesel engine (15 h.p.) from the *Georgia* will be prepared for sale, on behalf of the current owner. Outstanding funds will be donated by various Navy clubs and leagues.

The *Sydney* stopped a couple of days in Albany before it proceeded in convoy for the Cocos Keeling Islands where it encountered the German ship, *Emden*. A battle ensued resulting in the *Emden* being deliberately grounded on one of the reefs in the Keeling group.

The *Georgia* has little historical relevance to Western Australia when compared to the Cocos Keeling Islands or Garden Island in New South Wales. Its true historical significance is in deed a national one, with its provenance in New South Wales where the *Sydney* was home ported. However, appropriate national institutions have indicated that they are unable to accept the care of this vessel in the short term but may consider its acquisition in the future. Until that time, the *Georgia* will be on public display in the Historic Boats Museum, B Shed, Victoria Quay.

FOR SALE
 LISTER 2 CYLINDER DIESEL
 SW2M 15 h.p.
 INCLUDES GEAR BOX
 Instruction Manual and Parts List supplied.
 AS IS \$2,800 o.n.o.
 Contact Sally May (acting on behalf of owner).

Preservation of Seaward Defence Boat and Oberon Submarine

Western Australian Museum staff are currently assessing and negotiating for the future preservation of the Royal Australian Navy's Seaward Defence Boat, the last of Australia's first patrol boats, and an Oberon submarine.

Yambulla, Heritage and Education Working Together

Yambulla's final major stage of restoration will be completed by Carl Olliviere and Nic Truelove (both employed on the *Endeavour* Replica Project) in January 1992 during the school holidays. The foredeck, wheelhouse windows and surrounds are to be replaced with new materials. Two new knees will be installed between the two forward bulkheads to provide support to the side decks. Additional woodwork on roofing and awnings will also be completed. This work will be undertaken with the *Yambulla* moored at the *Endeavour* Replica Project's jetty. The vessel will then be placed on hardstanding at the Fremantle Sailing Club where eight new planks will be installed and the vessel painted with antifoul.

The *Yambulla* continues to operate out of the Expedition Boat Shed which is now supported by Marine and Harbours which provides the salary for Paul Willison and the rental for the old *Leeuwin* boat shed. Schools continue to have access to the shed, its facilities and consultation with the Officer-in-Charge, Paul Willison who was seconded from the Ministry of Education. Paul Boddington is no longer on the Ministry of Education's

redeployment program having been employed full time to co-ordinate the restoration of the *Evening Star* and the replacement floating classroom project. Paul Boddington's duties also include skippering and maintaining, in co-operation with the Western Australian Museum, the *Yambulla*.

The *Yambulla* is the only vessel in the Western Australian Museum's collection of 62 historic watercraft which is maintained as a water-borne vessel. The 40 foot Army Workboat is dedicated for use for maritime educational purposes and passive interaction with the marine environment. Charter for one day, including a skipper, is \$100. Including two crew (one being a teacher) it can carry 18 passengers outside of the Swan River and 28 passengers on the river.

Marine and Harbours are to be congratulated for their role in offering education and training related to maritime activities and safe use of the maritime environment.

THE ENDEAVOUR REPLICA PROJECT

Progress Report

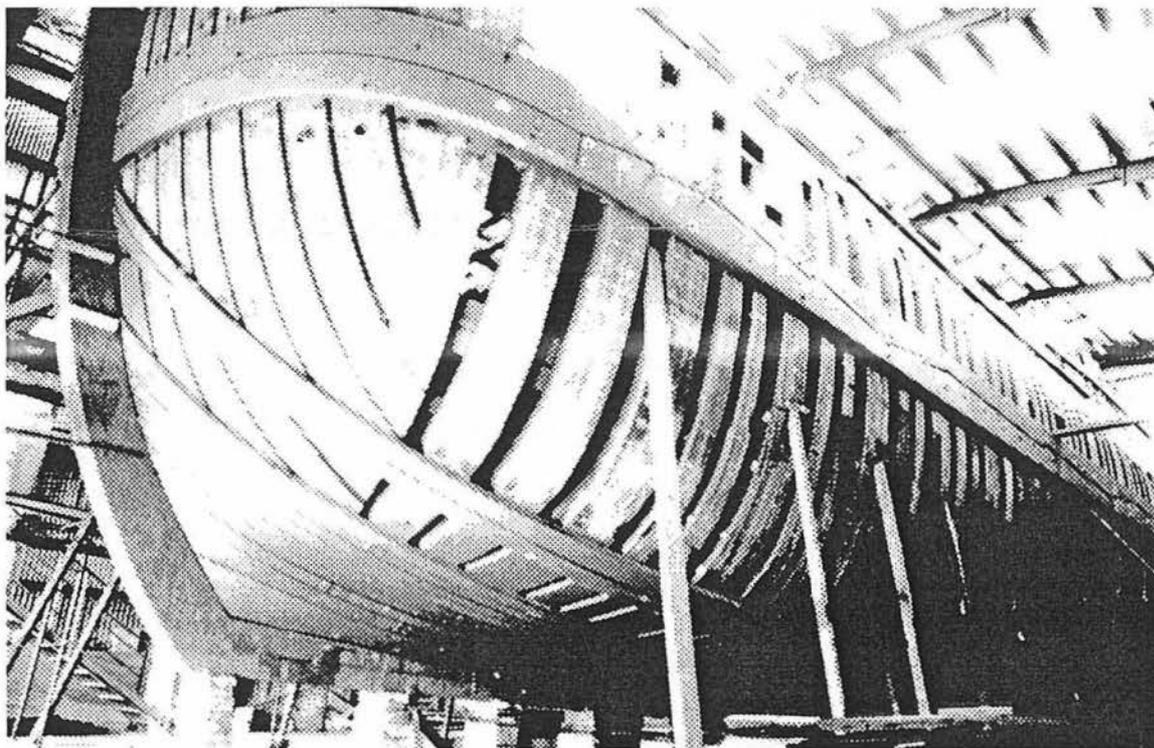
By Mike Lefroy

Construction of the vessel began in October 1988. Difficult business conditions delayed the project and despite help from the Japanese Company Yoshiya who came to the project's aid in July 1990, work came to a halt at the end of that year.

A group of people, headed by Mr Arthur Weller and encouraged by many others who also felt that the replica must be finished, established the H.M. Bark *Endeavour* Foundation to complete the vessel and to ensure its ongoing maintenance and management as a seaworthy vessel.

Budgets to June 30 1992 have been approved, together with a construction program to June 30 1993 at an approximate additional cost of \$6 million. The Trustees of the foundation are hopeful, subject to the flow of financial support, that the vessel will be completed before that date and within that cost.

The Commonwealth Government of Australia has pledged \$1.5 million to the Foundation and an additional \$0.85 million has been raised. The Commonwealth pledge is in the form of a loan which will convert to a grant on the completion of the replica and its transfer to the



Port side of the replica. Planking up to the wale (at the top of the picture) will be completed by Christmas

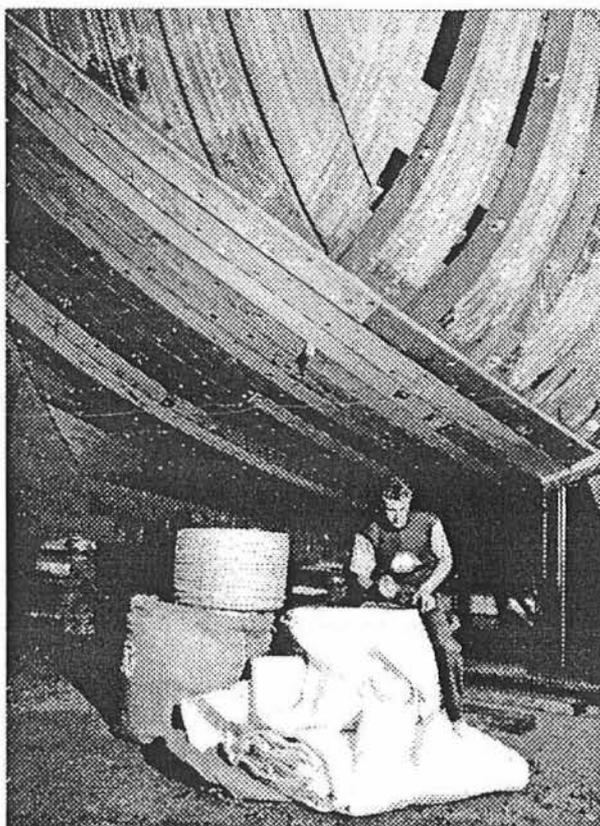
The New Beginning

On August 26 this year, exactly 223 years to the day that the original H.M. Bark *Endeavour* left Plymouth on her voyage of discovery, the sound of industry once again began echoing around the half built hull of the replica of H.M. Bark *Endeavour* in Fremantle. After an eight month silence this was indeed a welcome change and ushered in yet another chapter in the life of this unique ship.

A museum standard replica of Captain James Cook's *Endeavour* was promised by Bond Corporation as a gift to the nation for Australia's bicentennial celebrations.

Australian National Maritime Museum.

The four original Trustees are Mr Arthur Weller, CBE (Chairman), Mr Michael Sharpe, AM (Deputy Chairman), Mr John Arthur and Mr Bruce Stannard. Mr Weller is Chairman of Britain's Maritime Trust and a Trustee of the National Maritime Museum, Greenwich. Mr Weller was the prime mover behind the building of the *Young Endeavour*, Britain's bicentennial gift to Australia. Mr Sharp is a partner of Coopers & Lybrand, one of Australia's largest firms of chartered accountants and a past President of the Institute of Chartered Accountants in Australia. Mr Arthur is a partner of Freehill



Glen Hope, sailmaker/rigger working below the port bow of the *Endeavour* replica. Planking of the section above Glen is now complete.

Hollingdale & Page, one of Australia's largest firms of solicitors. Mr Stannard, a marine historian, author and journalist, is a member of the governing board of the Australian National Museum in Sydney.

Prominent citizens are currently being approached to accept appointment as Trustees. Rear-Admiral Tony Horton AO and Mr Bruce Sutton, a leading businessman, have already been appointed.

Mr John Longley AM, who has been associated with the project from its commencement has been appointed General Manager.

Recently the Foundation was honoured to receive the news that his Royal Highness, the Duke of Edinburgh KG KT had accepted an invitation to become the Honorary President of the Foundation.

Lord Lewin, Chairman of the Board of Trustees of the National Maritime Museum has endorsed the project and made Mr Frederick Walker, the museum's chief naval architect, available to assist with the technical construction and historical authenticity.

The Trustees have established a strong organisational structure to ensure constant control over expenditure, technical excellence and authenticity. A fund raising committee has also been established to raise the additional monies required. Price Waterhouse have accepted the appointment as honorary auditors.

The Australian Taxation Office has recently conferred tax exempt status on all income earned by the project and has also approved that all donations to the Foundation be tax deductible under Section 78 (1) (a) (xxviii) of the Act.

Construction Progress

The first task on re-commencing work was the completion of planking up to the floorheads.

In the first week in November planking of the next section was begun, and the aim is to have the ship planked to the wales (near the waterline) by Christmas. These planks are solid jarrah around 12 inches wide, 4 inches thick and of lengths varying from a few feet to nearly 20 feet. At the time of writing the shipwrights are averaging 6 planks a day and are right on target.

In the hold, work continues in laying and fastening the remaining internal planks and replacing the temporary 20th century coach screws with treenails (tuat dowels), which is how the original ship was also fastened. The three mast steps are also being fabricated and fitted to the keelson while the first of the bulkheads is nearly completed.

Jan Jenson and his son Fleming in the Blacksmith's shop are presently fashioning the iron fittings for the ship's ten gun carriages.

Jenny Scrayen has begun carving the Carrick bits from solid jarrah blocks. They will adorn each side of the windlass which is positioned just aft of the foremast.

The Future

Assuming a successful fund-raising campaign, the following is planned:

- * Launch the completed hull early in 1993.
- * Fit the pre-fabricated rig into the ship at her berth in Fremantle's Fishingboat harbour.
- Sea trials during the winter of 1993 including a voyage to one of W.A.'s western ports such as Geraldton or Bunbury.
- * Leave for Sydney early in October 1993.
- * On display at the National Maritime Museum in Darling Harbour for a number of months before sailing to England via the Cape of Good Hope.
- * Visit various places of significance in Britain, such as Greenwich and Whitby, before leaving Plymouth and sailing to Australia via the Pacific Ocean.

The ship will then be home ported at Australia's National Maritime Museum in Darling Harbour.

Come Sailing On *Leeuwin*
DAY SAILS AT CHRISTMAS



Thursday December 26th
Friday - December 27th
Saturday - December 28th
Sunday - December 29th
Monday - December 30th

Leeuwin departs 'B' Berth,
Victoria Quay at 10.00 am
and returns at 4.00 pm.

Costs (including luncheon):
\$70 Adults
\$40 Children (5-12 years)
Phone: 430 4105 for book-
ings

1992 ADVENTURE VOYAGES

Programmes are now available from the *Leeuwin* Office
at

'B' Berth, Victoria Quay, Fremantle
or write to
P.O. Box 1100, Fremantle, W.A. 6160.

Fax: 09 430 4494 Phone: 09 430 4105

Monthly General Meetings at 7.30 pm Cancelled in 1992

These meetings which were held at 7.30 pm on the second Wednesday of every second month will be cancelled in 1992 unless members are otherwise advised.

Monthly Executive Meetings at 5.30 pm

General members are welcome to attend the monthly Executive Meetings to be held at 5.30 pm on the second Wednesday of each month in the M.H.A.'s Bathers Bay Boat-Building Shed inside B Shed, Victoria Quay.

General Meetings schedule

February 12, 1992
March 11, 1992
April 8, 1992
May 13, 1992

Maritime Heritage Association Office Bearers

Executive

President, Sally May, W.A. Maritime Museum

Vice President, Brian Phillips, Shipwright

Vice President, Barbara Shardlow, Librarian/Historian

Vice President, Bob Johnson, *Leeuwin* Sail Training Foundation

Vice President, Jim Rutherford, Rigger

Secretary, Mike Lefroy, *Endeavour* Replica

Treasurer, Tana Bailey, *Leeuwin* Sail Training Foundation

Committee, Peter Petroff, *Endeavour* Replica

Committee, Bernie Unwin, TAFE External Studies

Committee, Mike Reveley, Shipwright

Committee, Ross Shardlow, Maritime Artist

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