

MARITIME HERITAGE ASSOCIATION

NEWSLETTER

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MARITIME HISTORY MUSEUM MOOTED

BY SALLY MAY

The State Government Museums Taskforce released its findings recently which recommended that Western Australia should have a museum dedicated to the State's maritime history, in keeping with every other state in Australia.

The present Maritime Museum in the old commissariat building on Cliff Street is a museum dedicated to maritime archaeology and the management of State and Commonwealth historic shipwreck legislation and related materials and sites. Consequently, the museum examines the history of unfinished voyages of explorers and visitors, not the maritime identities of the people of Western Australia.

Concurrent with the study of the Taskforce, the Western Australian Museum contracted an independent company to examine the structure and operation of its organization. That is the Western Australian Museum's complex in Perth; the four venues in Fremantle (Maritime Museum, Historic Boats Museum, Fremantle Museum and Samson House); The goldfields Museum in Kalgoorlie; the Albany Residency Museum; the Geraldton Maritime Museum and the administrative network servicing all these facilities.

The outcome of this internal review, based upon information provided by all

Museum members of staff, recommended that there be created a Museums' Commission to which existing state museum centres become answerable.

Those state museum facilities which currently exist as branches would ultimately become independent organizations with their links more firmly entrenched at a local level.

The existing venues in Fremantle are currently being reorganized to become an independent organization, called the Western Australian Maritime Museum. An interim director has been appointed to manage this complex which will consist of a Maritime Archaeology Department, a Maritime History Department and an administrative section. Under the new arrangements, resources are to be consolidated and an operational plan compiled which will address the future directions and activities of the Western Australian Maritime Archeology Museum and following the recommendation of the Museums' Taskforce, is to pursue opportunities to create a Western Australian Maritime History Museum because the existing Historic Boats Museum is unable to cope with this extensive and diverse collection ‡

BUILDING A TRADITIONAL RIVER LAUNCH

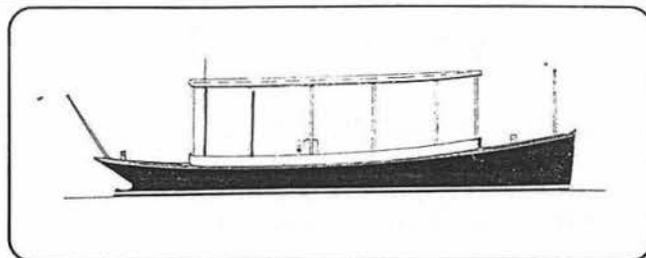
BY MIKE BEILBY

I was first entranced by the so-called fan-tailed open launch with its unseamanlike looking canvas awning and polished brass work during a holiday in England in the northern autumn of 1975. We'd overstepped the budget to hire a launch for a week and drooled repeatedly as we passed slipper launches and large Windemere-styled steam launches moored at the bottom of expensive looking gardens but when I discovered the simplicity of those elegant open boats with the graceful counter stern in Peter Freebody's restoration yard in Hurley I was hooked and resolved to model one on the return home, steam engine and all.

Well, time as they say passed: other hobbies got in the way and the model steam project remained shelved. It wasn't until the second Classic and Wooden Boat Show here that it occurred to me a full size boat would be more fun than the model idea, but steam plants are either very expensive to buy or very difficult to build, whilst being time consuming in operation, so I didn't rush into that idea either.

Then, on the unlikely waters of Esperance Bay last September, I ran into a relative by marriage who admitted to having an old, single cylinder two stroke launch engine in his farm shed (bought for \$10 in a farm clearing sale, twenty years ago, if you please) and I could use it if I wished. At that, I recalled the 23 foot (7 metre) fantail launch designed by Phil Bolger in "Wooden Boat" magazine's catalogue, diesel not steam powered. And so the present project cluttering up my workshop was born.

On inspection the engine was declared to be a 3 hp Simplex, around fifty years old, but little run. It came with a long prop shaft and a small (11" x 8") prop. Clearly, the Bolger design - set for a 10hp diesel- would be too big. Also Peter Michelides introduced me to the American Elliott Bay 23' design, reputedly very slippery but it still looked too big. So after drawing blanks from two British designers (John Leather and Ian Oughtred) I designed my own boat at 20' (6 m) and about 750 kg displacement. Ian Barry of the Fremantle Small Ship Company had taken me out in his much beamier Alan Payne replica, Chapman Pup 3.5 hp engine and having seen its potential I felt a little more length than his 16' and less beam would work as well. All



this took some time since I built and tested a 1:10 scale model and then adjusted the drawings twice more before lofting up the full sized lines on particle board. Lofting itself was a new and interesting experience with the board sitting on old school desks, their legs extended by two bricks each to alleviate the aches of a complaining back. This stage must have taken about three weeks and I enjoyed it more than I expected. It was a chore I'd been very frightened of but I finally felt the lines could be reasonably depended on.

Concurrently, I'd been agonising over construction details, scantlings and tools. I have reasonable electric hand tools from a largish ply boat built some years before but needed a saw bench and bandsaw for the complex curves of the hull. Just when I was about to give up and buy new I got good second hand buys in the Sunday Times (advert!) within my budget and was starting to look forward to the building jig.

Brian Phillips, whose boat building school had also been responsible for some of my motivation, recommended cold moulded ply for the skin and with the frames now drawn full size, showed how to design in a keel of sensible dimensions.

The building jig was started on the Labour Day long weekend. Large oregon rails were bought in a salvage yard while other materials were scrounged from a glass works and a migrating brother. The stringers to fill the shape were actually new dressed 40mm x 20 mm meranti, split in two on the recently acquired saw bench. This material was cheaper than anything else rough sawn! Since the finished hull will have a 12mm (3 x 4mm layers) ply skin, it is expected to be strong enough frameless, so the stringers remain part of the building jig, apart from two oregon pairs which will support the floorboards and seats.

On Brian's advice all the keel materials are oregon, although I wish I'd hand picked the wood now. Mike Reveley was kind enough to slice up quite a bit of it into 3mm laminations for the forefoot and the fantail edge. It was at this stage that I needed all the twenty extra G

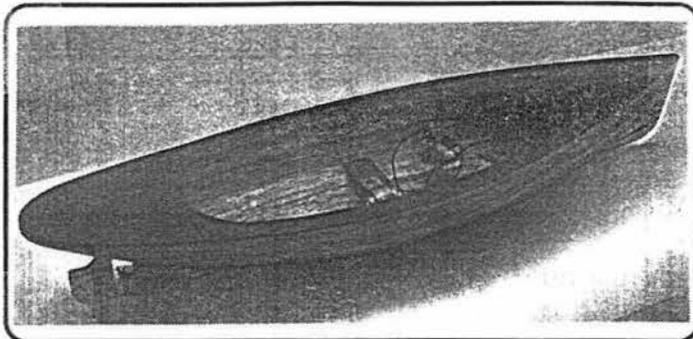
clamps I'd bought at an emporium known to be 'not fancy but cheap.' Most of them were actually smallish, adjustable length clamps ridiculously long for their strength, but they were all there seemed to be available. Just as well, because I needed their full gap (250mm) in later stages of assembly.

At this stage the keel assembly and all stringers are in-situ (some steaming with a borrowed steamer has been necessary especially around the counter stern and the reverse curves in the deadwood area). Incidentally the two larger designs referred to earlier don't use reverse turns or hollow garboards, but at the risk of complicating matters, mine does, in the hope of getting water in cleanly to that little propeller. I have been fairing in the stringers and keel for the last couple of weeks and can see another few days more to go before skinning can start. I am more terrified of that forthcoming stage than I was of the lofting procedure. I can only hope that my fears turn out to be equally groundless. If all goes well sometime down the track, hopefully next summer should see us chugging up to the Ravenswood pub or the vineyards or where ever.

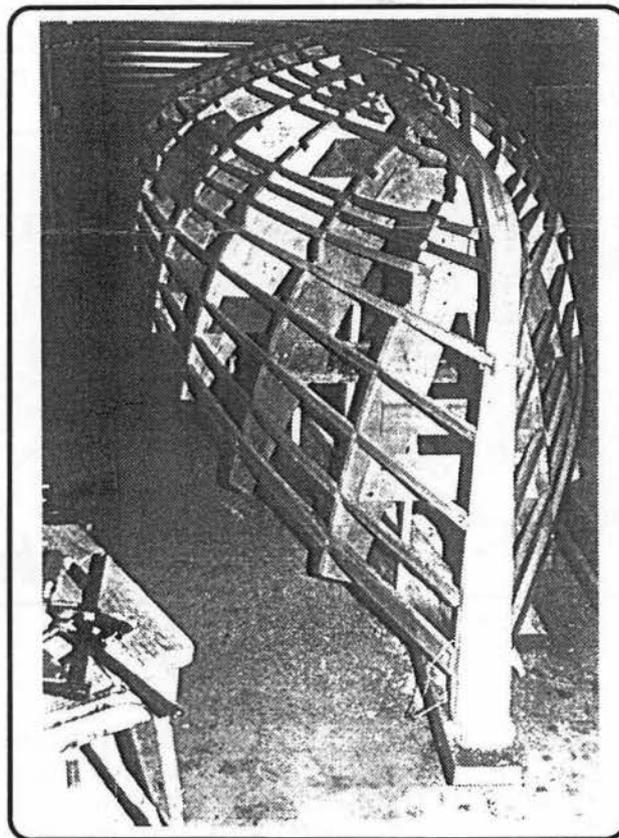
For anyone interested in this sort of tomfoolery I can recommend Weston Farmers' "From My Old Boat Shop" (in the state library system) as a very entertaining and educating read. ‡



View from the stern. The building jig before fixing the diagonal ply skin. All stringers and frames come out of the finished boat.



The scale model, one tenth full size in balsa. Electric powered, 0.7 m/sec. = approx 5 knots full size.



View from the bow

LOOKING FOR A HOME

One Tuck stern Lifeboat

- * diagonal planked
- * about 28 feet long
- * Has a mast (when used by scouts)
- * Oars and rowlocks

This boat is on a trailer. The scout group are seeking \$500 ono for the trailer.

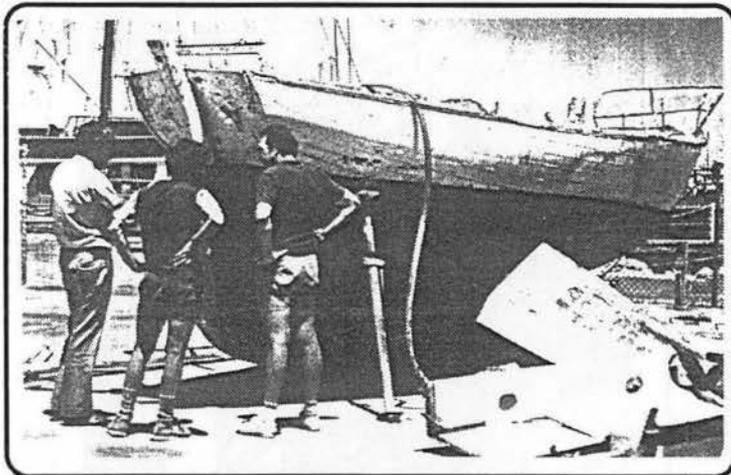
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448 5020 (H)

FROM THE MUD OF MOSMANS TO A MARINA IN FREMANTLE

In 1990 the Swan River Trust put out a tender for a hulk lying on the bottom of the river in Mosman Bay. Endeavour Replica Project sailmakers Peter Petroff and Scott Anderson put in an offer of \$1200 for the vessel then promptly forgot all about it.

They received a sudden reminder however when the Trust informed them that their tender was successful and asked when were they going to remove their new acquisition from its place of rest.



What have we done?

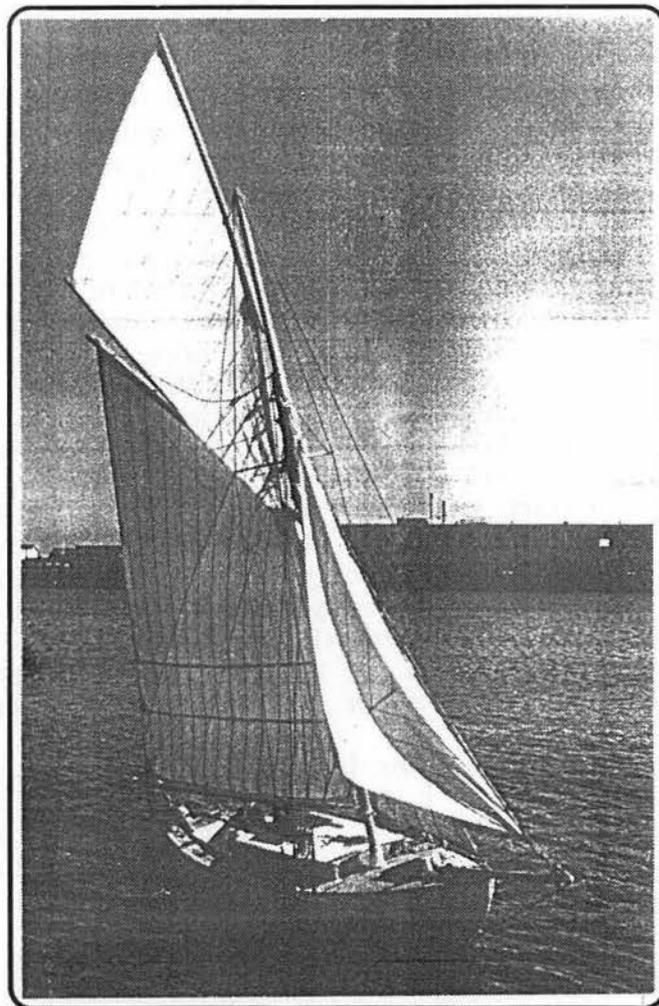
With a little help from their friends they carted it down to the Fremantle Sailing club and taking a few deep breaths and a cursory glance at their bank balances leapt into the deep end of that bottomless pit called "wooden boat restoration".

This story has a happy ending and the result CEILIDH can be seen sailing off Fremantle or moored at the Endeavour Project's jetty in the Fishing Boat Harbour.

For the record, CEILIDH was built in WA circa 1940. She is of carvel construction incorporating jarrah planks on karri frames. She was formerly called ALOUETTE and then HON FLEUR. She sailed from the Claremont Yacht Club before being a club boat for the Mosman Bay Sea Scouts.

During the restoration process - which covered all facets of reconstruction from the hull to sails, spars, fittings and interior work - Peter and Scott have utilized the expertise of many members of the Maritime Heritage Association and the Fremantle maritime community in general.

Incidentally, the yacht is for sale. More information can be obtained from Scott Anderson at the Endeavour Project during working hours on 3361399. ‡



The restoration completed

1992 BOAT SHOW

THURSDAY 24 SEPTEMBER - MONDAY 28 SEPTEMBER

FREMANTLE PASSENGER TERMINAL VICTORIA QUAY

This year for the first time the annual boat show comes to Fremantle. Inside the passenger terminal a wide range of craft will be on display while outside in the harbour the show will continue with STS LEEUWIN and HMAS BUNBURY along side and the ships at North Wharf in the background.

Also featuring will be a wide range of aquatic activities such as life raft and flare demonstrations and air sea rescue simulations.



OCTOBER 24 & 25 1992

**CHALLENGER HARBOUR
FREMANTLE**

The cream of W.A.'s great heritage of classic and wooden boats will once again be on display.

Volunteers are required to help run the MHA stand which will highlight the work of this association in preserving the maritime heritage of our state.

If you can help please ring
Mike Beilby 397 6209

**WOODEN BOAT WORKS
ARRIVES IN "B" SHED**

The MHA facility at the western end of "B" shed is now the home of Wooden Boat Works. Managed by Tup Lahiff, the workshop is aiming to promote the MHA philosophy of supporting the preservation, restoration and knowledge of Western Australian Maritime Heritage.

Tup has begun by establishing school holiday boat building courses (see advertisement on this page) and is looking at expanding these into all facets of maritime heritage including rope work, wood carving and sculpting.

For the first course (6/7 July) Tup has had very encouraging response from a wide range of people of all ages and backgrounds.

Other projects going on in the workshop at the moment are the completion of the 14' strip plank pulling boat, the construction of a traditional scottish designed Whilly Boat and the completion of a Brian Phillips designed Minum Cove Sailing pram.

There is also an interesting display of Robin Hicks' ropework and woodwork ranging from sheoak ditty boxes to rope mats and a 55" sheoak ship's wheel. All these items are for sale.

Tup is on site each day and invites anyone passing to come in and browse around. He is currently waiting on the installation of 3 phase power so he can bring more machinery into operation. The upgrading of power will enable more ambitious projects to be considered such as the construction of full sized replica whaleboats ‡

**ENDEAVOUR REPLICA
PROGRESS REPORT**

There is seldom a dull moment at the Endeavour Shipshed these days. While the fight for corporate funding continues, the public fund raising appeal has begun well and has received support from all over Australia.

Work on the ship is moves at a rapid pace: the external planking in jarrah and pine is now completed and the focus of activity has moved to the inside of the hull where cabins are being constructed and painted and decks laid.

By the end of July it is hoped that all the weather decks with the exception of the quarter deck will be down and by the end of August the ship should be 7/8ths complete.

Outside in the forecourt the fully rigged foremast towers over the shed and is being severely tested by the winter gales. This is the second mast completed and work is already well underway on the main mast which will complete the rig.

The laying of decks has seen a leap in the demand for rolled oakum which is required for the caulking. If you would like to be involved in this activity please read on.....‡

VOLUNTEERS



GOD SPEED THE ENDEAVOUR

**LADS AND LASSES OF THIS
FAIR COLONY**

YOU ARE INVITED TO A

CAULKING PARTY

**DURING THE MONTHS OF JULY, AUGUST
AND SEPTEMBER THE UPPER DECKS OF
THIS NEW AND UNCOMMONLY FINE
VESSEL WILL BE CAULKED.**

**THE OAKUM FROM THE MOTHERLAND
NEEDS TO BE ROLLED BEFORE IT CAN BE
USED.....**

CAN YOU HELP ?

**ON SITE TRAINING: TEA, COFFEE AND
HARD TACK AVAILABLE.**

PHONE 336 1399 TO BOOK YOUR SEAT.

**MINUTES OF THE ANNUAL GENERAL
MEETING 1992.**

MINUTES: of the annual general meeting of the M.H.A. held at 5.30pm on Wednesday April 8 1992 at the Leeuwin Sail Training meeting room, The Docks, Victoria Quay, Fremantle.

PRESENT: Malcolm Hay, Mike & Margo Beilby, Bob Johnson, Tana Bailey, Sally May, Mike Lefroy, Frank Marchant, Anne & Mike Reveley, Barbara & Ross Shardlow, Alan Ford, Graham Lahiff.

1. APOLOGIES: Brian Phillips

2. MINUTES: of 25 March 1992 were ratified as a true record of that meeting.

**3. MATTERS ARISING FROM THE
MINUTES :**

Ross Shardlow raised the question of the carvel boat ownership - motion 2.8 . This needed to be fully debated by the executive. Should ownership be transferred to Brian Phillips as his honorarium for work done with the boat building school, or should the MHA retain ownership, complete the boat and use the proceeds from the sale to fund Brian's honorarium?

REPORTS:

4. PRESIDENT: The President thanked the executive for their support during the first two years of the organization.

Ross Shardlow expressed his appreciation to the retiring President for her tremendous contribution, particularly during the crucial foundation stages of the Association. These thoughts were strongly endorsed by the meeting.

5. TREASURER: An interim report was tabled . A full report was deferred until Brian Phillips completes the accounts of monies outstanding from the MHA boat building schools.

6. SECRETARY: The secretary thanked the executive, particularly the president Sally May, for the support given during his term in office. In standing down from the position he also expressed confidence in the future direction of the association.

7. ELECTION OF OFFICE BEARERS:

President: Ross Shardlow was nominated by Sally May and seconded by Mike Reveley. Elected unanimously.

The following block nomination was submitted:

Senior Vice President: Sally May

Secretary: Barbara Shardlow

Treasurer: Tana Bailey

Vice Presidents: Bob Johnson, Mike Beilby, Margo Beilby.

Committee: Mike Lefroy (editor newsletter),

Brian Phillips (to be confirmed at the next meeting).

Proposed: Ross Shardlow. **Seconded:** Mike Reveley

Graham Lahiff was nominated by Ross Shardlow and seconded by Malcolm Hay to be an ex officio member of the executive.

**8. APPOINTMENT OF MHA REP. TO THE
CLASSIC AND WOODEN BOAT SHOW:**

Bob Johnson briefly outlined the event and stressed the need for the organizing committee to reflect a community base and not just that of the STAWA.

Discussion centred on the need to present a MHA viewpoint. Mike Beilby agreed to be the MHA representative. First meeting Monday May 4 5pm at Leeuwin meeting room.

9. OTHER BUSINESS:

* MHA Workshop in B shed: Graham Lahiff submitted a list of proposed amendments to the existing management contract. These were put on notice to be circulated with the minutes. New members of the executive were also to receive a copy of the original contract.

Proposed: Ross Shardlow **Seconded:** Bob Johnson.

* Boat Building school: Ross paid tribute to Brian and Mike for their work and dedication. The meeting whole-heartedly supported this sentiment.

Mike, in the absence of Brian, gave a brief report.

Two Minum Coves had been completed and a third was under construction.

The 14 ' carvel boat was nearly planked and almost ready to turn over.

The lofting on the Cullity boat was finished and the stem and stern had been laminated.

Other projects including a steam launch were in the pipeline.

Sally May moved that John Reynolds be sent a vote of thanks for all the voluntary work he had done with the MHA boat building school. Seconded by Mike Lefroy.

* Presidential thoughts: Ross was invited to give his thoughts for the direction of the MHA for the coming year.

Necessary to consolidate the projects in hand.

1. Boat building school
2. Whale Boat project

3. Victoria Quay Heritage Centre
4. Classic and Wooden Boat Show.

Ross also stressed the need to be more independent of other organizations.

Concerning point 3, Ross explained that the idea had been resurrected by Events Corp as part of the Maritime Year/ Whitbread RTWR promotion. Vern Reid from Events Corp had convened a series of 3 meetings in which good feedback had been received from a wide range of participants including the FPA, Council and Marine and Harbour. The cause was now to be taken up by a more high powered committee involving representatives from various state government bodies. Ross as president of the MHA has been invited to participate and will report

on outcomes next meeting.

The talk is "how" it is going to be done rather than "if" it is going to be done.

* Other Projects: Bob Johnson mentioned the possibilities of new courses that could be held in the boatbuilding school area now that the wall brought independence from the Museum. He mentioned Jim Rutherford's splicing school as an example.

* Wetherop Tool Collection: Frank Marchant to liaise with Graham Lahiff about the tools being put on display in the workshop area.

MEETING CLOSED 6.35 PM.

Sail Training Ship Leeuwin

ADVENTURE VOYAGES

No.	DEPART	ARRIVE	REMARKS
18/92	Dampier 4/8/92 Tue	Carnarvon 11/8/92 Fri	10 days Visiting Maud's Landing North West Cape
19/92	Carnarvon 18/8/92 Tue	Geraldton 28/8/92 Fri	10 days Visiting Dirk Hartog Country Abrolhos Islands
W1/92	Geraldton 28/8/92 Fri	Geraldton 30/8/92 Sun	Abrolhos Weekend
W5/92	Fremantle 25/9/92 Fri	Fremantle 27/9/92 Sun	Whale Watchers Weekend
W6/92	Fremantle 9/10/92 Fri	Fremantle 11/10/92 Sun	Whale Watchers Weekend





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WOODEN BOAT WORKS

B SHED VICTORIA QUAY FREMANTLE