



Maritime Heritage Association Inc.

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Maritime Heritage Association Inc.

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Typesetting: Jeremy Green,
W.A. Maritime Museum.

MARITIME HERITAGE MAJOR PROJECTS.

International Whaleboat Racing

Brian Phillips' Amateur Wood Boat Building School, the foundation for providing the labour to build two replica whaleboats, has been operating on Saturdays in the Historic Boats Museum (B Shed, Victoria Quay) for six weeks now. Mike Reveley has been assisting Brian with the teaching and which effectively provides individual tuition to each student.



Mike Reveley assisting a student.



Brian Phillips looking up at the Minum Cove pram

The Fremantle Port Authority are happy for the Maritime Heritage Association to install a gantry or davit on the wharf outside B Shed from which to raise and lower the whaleboats when they are built. A grant is currently being compiled for submission to the Lotteries Commission to cover the costs of materials for two whaleboats, two trailers and a gantry.

Media coverage includes a full page spread in *The West Australian* on June 7, an item in *All Part of the Service* and Channel 10's "About Town" programme. The *West's* article appears below.

"Save the Whale Boats" by Angela Wellington.

"At the Height of WA's whaling days last century, crews would regularly down harpoons for their prime sporting challenge - whaleboat racing.

The sport faded into obsolence with the industry. But this is about to change, courtesy of the local Maritime Heritage Association.

The association hopes to revive the spectacle by building two replica whaleboats and racing them off the coast at Fremantle.

WA already has one replica of a Beetle-designed whaleboat housed in the Sails of the Century Museum in B-Shed, Victoria Quay. As an American gift this boat won't be subjected to the rigours of racing.

"That boat is part of the museum's collection so it has to be used with care," says Sally May of the WA Maritime Museum.

The revival of the sport began in 1988 in Victoria when Australian and American crews vied for the Captain Mills Cup at Warnambool. The cup is named after a Victorian whaling captain of the 1800s. The Americans won the inaugural event, returned home with the trophy to Mystic Seaport in Connecticut and hosted the international race the following year.

The next international challenge, set for February/March 1992 in Warnambool, is timed to coincide with the national championships. The national winners will compete against the Mystic Seaport crew.

While no date for the completion of the WA venture can be set because of the uncertainty of funding, it is hoped a WA crew can compete in the championship.

The WA boats will be built using plans from Mystic Seaport of the Beetle whaleboat. Taking their name from American boatbuilder James Beetle, these wooden vessels, about nine metres in length, were widely used in the 19th century in American and Australia.

Some of the skills needed to build such boats are being taught at an eight-week amateur wooden boat-building school held at the B-Shed museum.

Ross Shardlow, marine artist and member of the WA Maritime Heritage Association, says these boats played a significant role in our maritime history. As well as being an integral part of the whaling industry the small boats were used for exploring and ferry and pilot services.

"It was a commonly used work boat off our coastline in those early days," he says.

Of course the whaleboat's main purpose was to help slaughter whales, a distasteful but fascinating chapter in WA's development.

About five of the whaleboats were attached to each of the numerous whaling ships patrolling our coast. Most of these were American, forging a strong historical link with the US which is now recognised by the staging of the Captain Mills Cup.

When a whale was spotted a whaleboat would be dispatched from the ship to give chase. After the whale was harpooned the tiny boat would be towed along by the wounded beast until it was exhausted and killed.

Whaleboats were designed for speed and could travel equally fast in either direction - ideal for escaping a dangerous situation.

The first recorded whaleboat race in WA was held in 1837, beginning a tradition of competition which rapidly became popular.

The WA replica whaleboats will be able to race under sail and oar and will generally be put through their paces on the open sea. Many other national and international whaleboat races take place on rivers.

"Really the whaleboat is significant as an ocean-going vessel and we are keen to conduct our races on rougher water," says Mr Shardlow.

The Maritime Heritage Association is applying for grants to buy materials for the construction of the two replica whaleboats but intends to provide its own labour. The cost of the materials alone is expected to amount to \$20,000 for each boat.

Mr Shardlow sums up the aims of the project: "We are trying to maintain our heritage, the historical side of it. We are trying to retain the boat-building skills and have a damn good race at the same time!"

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)

Amateur Wood Boat Building School

The next Amateur Wood Boat Building School commences on Saturday July 20, 1991 in the Historic Boats Museum (Sails of the Century). The courses are geared to the requirements and needs of the individual and caters for those with woodworking skills right through to those without any skills. The boat building course concentrates upon the use of hand tools. Cost per course is \$160 for 8 Saturdays (8.30 am to 4.30 pm). **For further information and bookings contact Tana Bailey or Bob Johnson on 430 4105.**

Maritime Heritage Workshop in B Shed

Bill Peacock of **Construction Evaluations** has completed a plan and material costing of the walls to be erected around the Maritime Heritage Workshop area in the Historic Boats Museum (Sails of the Century) in B Shed, Victoria Quay. **Arrow Electrics** have made up a plan for the additional lights and power points. Windows have already been acquired.

The space has been made available by the **Museum** for use by the Association for its projects and for the *Leeuwin* Sail Training Association to involve their volunteers in the workshop's activities. The workshop will also double as a club house for whaleboat competitions when the two replicas have been built. However, to protect the Museum's collection and to inhibit dust, the Maritime Heritage Association is responsible for installing demountable walls around the space allocated for the workshop. The walls are to have windows so that Museum visitors can view the workshop activities.

The **Fremantle Port Authority** has kindly offered to install the walls, windows and electricity requirements if all materials are supplied.

Yambulla, Heritage and Education Working Together

The Yambulla is being regularly booked for school outings and boat safety training. Paul Boddington, from the Ministry of Education, continues to care and maintain the workboat, pending redeployment within the Public Service.

Maritime Heritage Finances

Tana Bailey, Treasurer

The Maritime Heritage Association now has 65 paid up members. The Statement of Accounts at January 31, 1991 was \$2,609.90 CR.



(Photo: Gary Merrin GPO J689 Perth) *Australia II* looking west.

Our Maritime Heritage

Arguments for *Australia II* Returning to W.A.

By Graeme Henderson, W.A. Maritime Museum

Should museums as collecting institutions respect the cultural heritage of regional communities, or is Australian heritage just another form of asset - something to be bought and disposed of entirely according to market forces. *Australia II*, a \$2 million museum piece, is a useful medium for beginning to explore this issue.

The 12-metre-class yacht *Australia II* was constructed in 1982 at the Perth suburb of Cottesloe by Steve Ward and Company, to the design of Ben Lexcen. The revolutionary keel was cast in Western Australia at the State Engineering Works; at the time the largest casting of its kind in the world. *Australia II* was the third in a series of 12-metre

yachts entered as America's Cup challengers since 1974 by Western Australian entrepreneur Alan Bond. The challenge was officially mounted by the Royal Perth Yacht Club, and the vessel sailed as the Club's representative.

The successful challenge was spearheaded by a West Australian, and the chief executive officer of the challenge was from the same State. Bond's America's Cup challenges were run from Fremantle, and the thought of bringing the Cup back to Fremantle doubtless spurred on the many Western Australian campaign supporters and crew. The major financial sponsor was the Perth based Swan Brewery Company. Considerable support both in cash and kind came from Western Australian firms and private individuals, including the State's Rural and Industries Bank.

Fremantle's image - its identity as well as the appearance of the buildings and foreshores - was dramatically changed by *Australia II*'s winning of the Cup. Fremantle was transformed from a sleepy backwater to a cosmopolis with a reputation for successful blending of old with the new in a vibrant, creative and enterprising atmosphere.

Bond sold *Australia II* to the Commonwealth Government in 1984 for \$2 million. This action immediately prompted a press debate over where it should be housed. Western Australian Museum Director John Bannister argued that Fremantle was the appropriate place for it, as did Premier Brian Burke and Fremantle Mayor Bill McKenzie. The *West Australian* quoted Premier Burke:

It was never my understanding that the purchase price would be deducted from the \$30 million [special grant to Western Australia for the next Cup defence at Fremantle], and on that basis, if we were to lose the \$2 million, then we may as well have purchased the yacht ourselves.

In essence, Premier Burke was arguing that Western Australia had paid for the Museum of Australia's new acquisition. In Canberra Don McMichael, Director of the Museum of Australia said:

I want it here. It would be a tremendous asset for us. The National Museum of Australia had *Australia II* stored in a warehouse in a Perth suburb until 1987, when the vessel was loaned to the Western Australian Museum. The Western Australian Museum placed the vessel on display in its Fremantle harbour side **Sails of the Century** Museum, along with the largest Australian display of museum water-craft. *Australia II* remained there until mid 1990, when it was returned to Steve Ward's yard for modifications as a preliminary to going on display at the National Maritime Museum in Sydney.

What then of the arguments for *Australia II* staying in Western Australia? Several questions need exploration. Firstly, is *Australia II* a significant heritage object? Secondly, do heritage objects have an appropriate home? Thirdly, if so, what place might be aptly described as the home port for *Australia II*? And finally, is there an appropriate venue at that home port?

I will deal firstly with the question of significance. *Australia II* has a direct association with an event of international significance from the recreational point of view - the winning of the America's Cup from Newport, where it had been held without interruption since the middle of the nineteenth century, to Fremantle in Western Australia. The removal of the Cup, and its effect on the pride of Australians, was the significant event. *Australia II* was the vehicle for the event, and the port of Fremantle played a crucial role in the event.

There is another way in which *Australia II* may be described as significant. The revolutionary winged keel was the technological advance (an important symbol given Australia's current desire to be 'the clever country') that gave it the edge over its rivals. However, it is difficult to ascribe a single place where this development occurred.

Australia II is not an early example of Australian heritage, but a very significant example nonetheless.

I move then to the second question - do heritage objects

have an appropriate home? Article 6 of the current draft charter on Archaeological Heritage Management by the international heritage management body ICAHM-ICOMOS reads:

It should be the overall principle for archaeological heritage management to preserve the archaeological heritage *in situ*. **Any transfer of the heritage to new places represents a violation of the context of the heritage in its proper surroundings.**

The Australian Institute for Maritime Archaeology (AIMA) has the following policy regarding disposition:

The bulk of any archaeological collection from an historic shipwreck should be allowed to remain in its State or populated Territory of origin, except for purposes of temporary display or conservation when this has been agreed by the resident population of that State or Territory. Where a State or Territory does not have the facility to curate such an existing collection, the Department of the Arts, Sport, the Environment, Tourism and Territories should take measures within its powers to promote the establishment of such a facility.

Section 3.4 of the ICOM (the international body representing museums) Code of Professional Ethics reads:

Each museum should recognise the need for cooperation and consultation between all museums with similar or overlapping interests or collecting policies, and should seek to consult with such other institutions both on specific acquisitions where a conflict of interest is thought possible and, more generally, on defining areas of specialisation. **Museums should respect the boundaries of the collecting areas of other museums** and should avoid acquiring material with special local connections or of special local interest from the collecting area of another museum without due notification of intent.

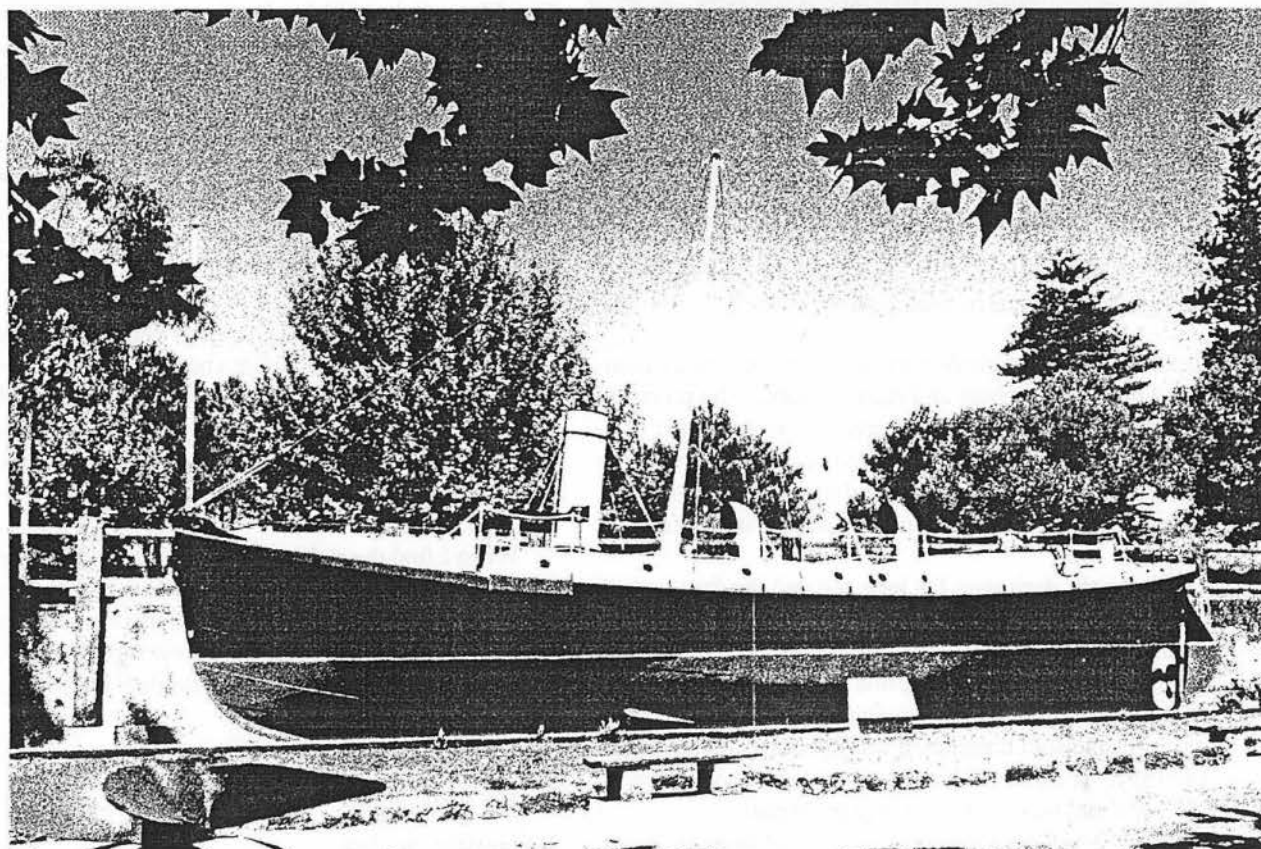
The above paragraphs are very relevant to *Australia II*. The vessel comprises part of the movable heritage rather than archaeological heritage, but the same principles should still apply. It is clear that *Australia II* does have an appropriate home.

On then to the third question - what place can best be described as *Australia II*'s home port? Is it Canberra, Sydney, or Fremantle? Each has been a contender. The vessel has never been to Canberra, and ownership notwithstanding, it is on the opposite side of Australia from where *Australia II* was built and launched on its challenges. The 12-metre *Steak and Kidney*, or perhaps one of the current challenge vessels, would be more appropriate for Sydney.

Is there an appropriate venue for *Australia II* in Western Australia? The Western Australian Maritime Museum at Fremantle has an international reputation in the maritime field. It has played the leading, and for many years sole, role in Australian Maritime Archaeology, and has led the world in many areas of conservation of recovered material. It was the first Maritime Museum to be established by a State government. It has previously provided a display venue and can be expected to provide an enhanced venue if the vessel is returned to Western Australia.

It is clear that *Australia II* has a special local connection with Fremantle, and that Western Australians want it to remain there. Fremantle, as the State's major port, the historical Gateway to the West, and the centre for the Cup Defence in 1987, has the legitimate claim to be the vessel's ultimate home.

The Commonwealth owns the vessel and has the legal right to display it where it thinks fit. But it should go along with the recognised heritage principles regarding disposition. It has chosen to place the vessel in Sydney for the time being. Nevertheless, there is a strong case for the Commonwealth to return it to Western Australia at some stage in the not too distant future.



Photos: Pat Baker, 1970s) *Lady Forrest* in the grounds of the Fremantle Museum.

Lady Forrest: A Working Model

Mike Beilby.

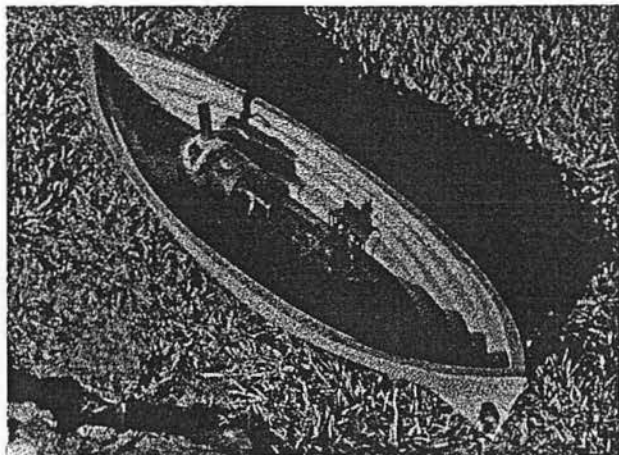
It seems like only yesterday, but the calendar forces me to admit that it was about 20 years ago, that I commenced a rough scale, steam powered model of the Fremantle pilot boat, *Lady Forrest*. Sad to relate, I haven't quite finished it, yet. Recent reacquaintanceship with the prototype in B Shed's Historic Boats Museum (Sails of the Century) during Brian Phillips' boat building course, reinforced by the arrival of a pile of useful information provided by Sally May, has started me on the restoration and completion of my model. It will then operate looking complete and realistic under radio control, at least to rudder.

The story goes back to a scale steam plant which my father built to his own design in the very late forties. It is a delightful little double expansion, double acting oscillator engine with methylated spirits-fired pot boiler. Dad's initial installation in an undersized, hard chine, freelance hull of sheet steel was not much of a success (but an engineering challenge with its gearbox and reversed drive to twin, contra-rotating propellers - but that's another story) and somehow the whole lot ended up in my workshop.

About 1970 the Museum received the *Lady Forrest* and she went on display at the Fremantle Museum in Finnerty Street. The vessel made a fine nautical accessory to a beautifully restored building. I've never been a dedicated scale modeller but her good, seaworthy hull lines and minimum of pinicky detail attracted me. It was also an ideal project for a nice little marine steam plant. Someone suggested I try the Fremantle Port Authority for the plans. However, the person I spoke to confessed that they'd been lost. He did, however, quote me the length, beam and original propeller dimensions from memory!

The size I eventually chose was a compromise between the available building materials and that needed for the steam plant. I had a few pieces of exquisite Californian Redwood and old Victorian skirting boards with parallel section which allowed a maximum beam of 10 inches. This determined the overall length of 33.5 inches and enabled the engine and boiler to fit comfortably.

Other details were recorded photographically. Shots from dead ahead, astern and abeam allowed me to draw up a realistic set of lines and an accurate sheer plan and deck arrangement. The limestone retaining wall at the Museum was an ideal vantage point to photograph the deck details such as the funnel, ventilators, cockpit and steering gear.



(Photo: Mike Beilby) The model hull and the scale marine engine built by Mike's father.

Construction was mostly easy, the bread and butter laminated hull being robust and easy to work. The propeller aperture and rudder post in an area of concave water lines was a bit of a challenge but came out quite well with the timber fairing into sheet brass glued into place with Araldite. In fact, that area looks too fine compared with the full size original.

The main deck was 1/8 inch ply and the fore and aft turtle decks were carved from solid # (old school desk tops, after all, one's profession has to provide some perks!). The very prominent bollards, fore and aft, were just sections of dowelling, capped with something, I forget what. The unforgivable sin I committed was not choosing the dowel carefully. The dowel I have used is too skinny in appearance and maybe they will be replaced soon.

Most other details were soldered up from tin plate, including a full, lift out cockpit and a deck house. The ventilators were made in fibreglass, a material I then knew little about, and consequently I had difficulty making and preparing the male moulds. Eventually the ventilators looked fine and were glued into place. Some years later a certain son pushed the model off a shelf and smashed one. The other one is currently off the boat and will become a plug for a mould to cast two identical ventilators.

The cost of miniature chain was so prohibitive I did not make the handrails. Consequently, my model has always looked unfinished because, although ugly, the handrails are a prominent feature.

Two or three pounds of lead ballast were required to bring the hull down to its waterline. Some of the ballast is internal but most is concealed in the form of the bilge keels. On the model these are a little more prominent but much neater than the rough old timber rubbing strips on the real thing.

The propeller is not the correct four blader either. I have made do with a red plastic three blader which gives a realistic turn of speed but should be replaced with something handmade.

One other glaring departure from the full size vessel is the hull finish. *Lady Forrest's* steel plating looks as if it's been bounced off every jetty from Bunbury to Geraldton and could hardly be copied in solid wood, even if one liked the appearance thereby created. At the time I just painted it with matt pain of the appropriate colour. The other day, in B Shed I contemplated cladding the model with scale plates of shim brass - that's what a serious scale modeller would do. However, it might be a long while before I go to such lengths. As it stands, the model looks "right" from a distance of a couple of metres and keeps me happy.

I have run the model in steam a few times, but free running is not very exciting, really. The main aim of the present project is to incorporate a basic radio control which is now readily available to me. The radio control will have to operate the rudder. The engine is not readily reversible, being an oscillator. The steam valve already requires several turns and would be even harder to adjust with a standard model radio.

When I find the right chain I'll add hand rails and the life lines which I feel were originally fitted in the vessel's other capacity as a life boat. And after that? Well, material supplied to me tells me that the previous pilot boat was a Deal lugger and I can only find a little bit of information on them. Can anyone help?

Notes and News

Endeavour Replica

Federal MP, John Dawkins, announced on May 26 that the Federal Government would provide a loan of \$750,000 to enable the *Endeavour* Replica to reform independently of Bond Corporation to complete the project with funds raised through sponsorship within Australia and overseas. The Fremantle maritime community was excited that this project would soon be up and running again. However, at the time of compiling this newsletter the *Endeavour* project was still waiting for the first part of this funding.

Replication, Reconstruction and Restoration, principles issues and ethics.

This symposium and workshop to be held in Fremantle October 21, 22 and 23 (inclusive), 1992, coinciding with the **Classic and Wooden Boat Festival**. Venues for the Symposium and Workshop will include the *Endeavour* Replica, W.A. Maritime Museum, Historic Boats Museum (Sails of the Century). The Symposium is being jointly organised by the Maritime Museum, *Endeavour* Replica Project, *Leeuwin* Sail Training Foundation and Maritime Heritage Association.



Western Australian Museum, American Whaleboat Official Handover

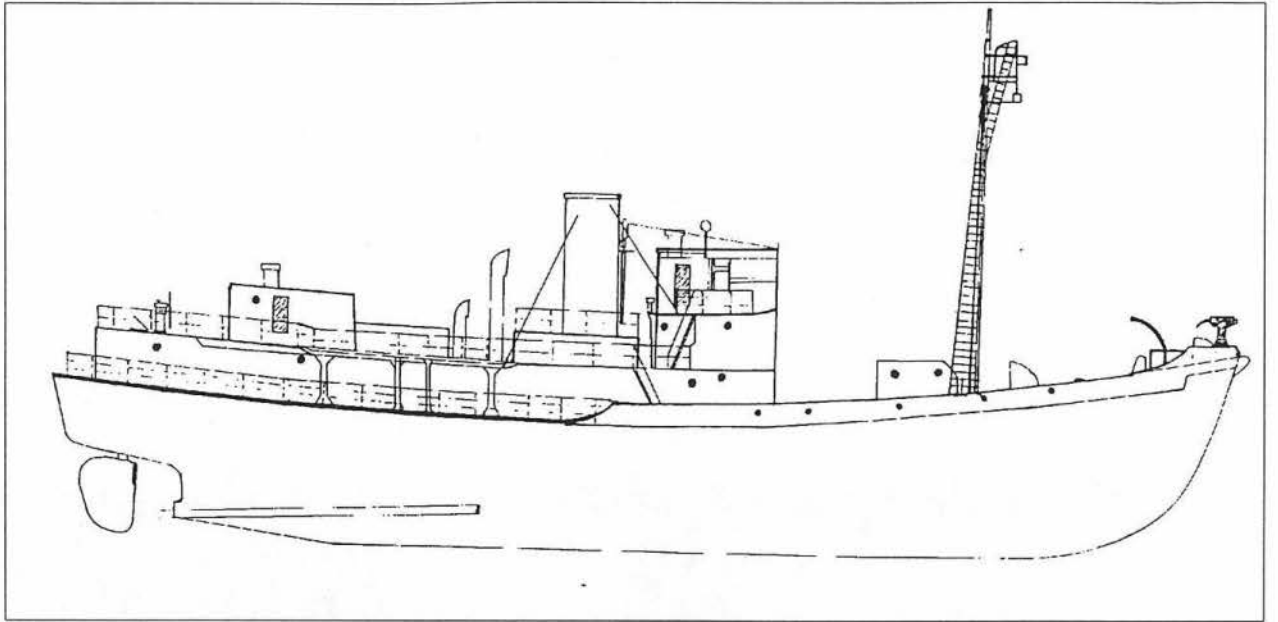
Sally May, Western Australian Maritime Museum.

The Bi-Centennial gift from the local American Consul to Western Australia was officially handed over to the Western Australian Maritime Museum on April 5. The vessel graced the waters off Bathers Beach, taking sponsors and Ambassador Lane for a trial sail. The vessel was then sailed to B Shed where it was lifted from the water by a crane, placed onto a cradle and wheeled into the Historic Boats Museum (Sails of the Century). The vessel was later rigged and presented for permanent display with equipment, oars etc. and has become the centre of attention.

The vessel was skippered by Brian Phillips who also arranged for the display cradle to be designed, built and then modified. The work and preparation put into the vessel for the day involved three weeks of toil which was

shared by **Brian Phillips**, **Mike Reveley** and the crew. The crew on the day included an old whaleboat hand, **Carl Olliverre** who grew up with this type of craft on Bequia in the Caribbean; husband and wife team, **John Buchanan** and **Nikki King Smith**; and **Keith Rickman**. The Historic Boats Museum is most grateful for the assistance, enthusiasm, time and cooperation of all concerned - it was a tremendous effort.

The vessel was most successful in attracting media coverage leading into the handover and in follow-up after the handover. This was also largely due to the efforts of the Western Australian Museum's **Public Programmes Division**, in particular **Lesleigh Green** and **Trea Wiltshire**. Much of the follow-up media relating to the Amateur Wood Boat Building School is also attributed to their effectiveness in drawing the media's attention to these related events.



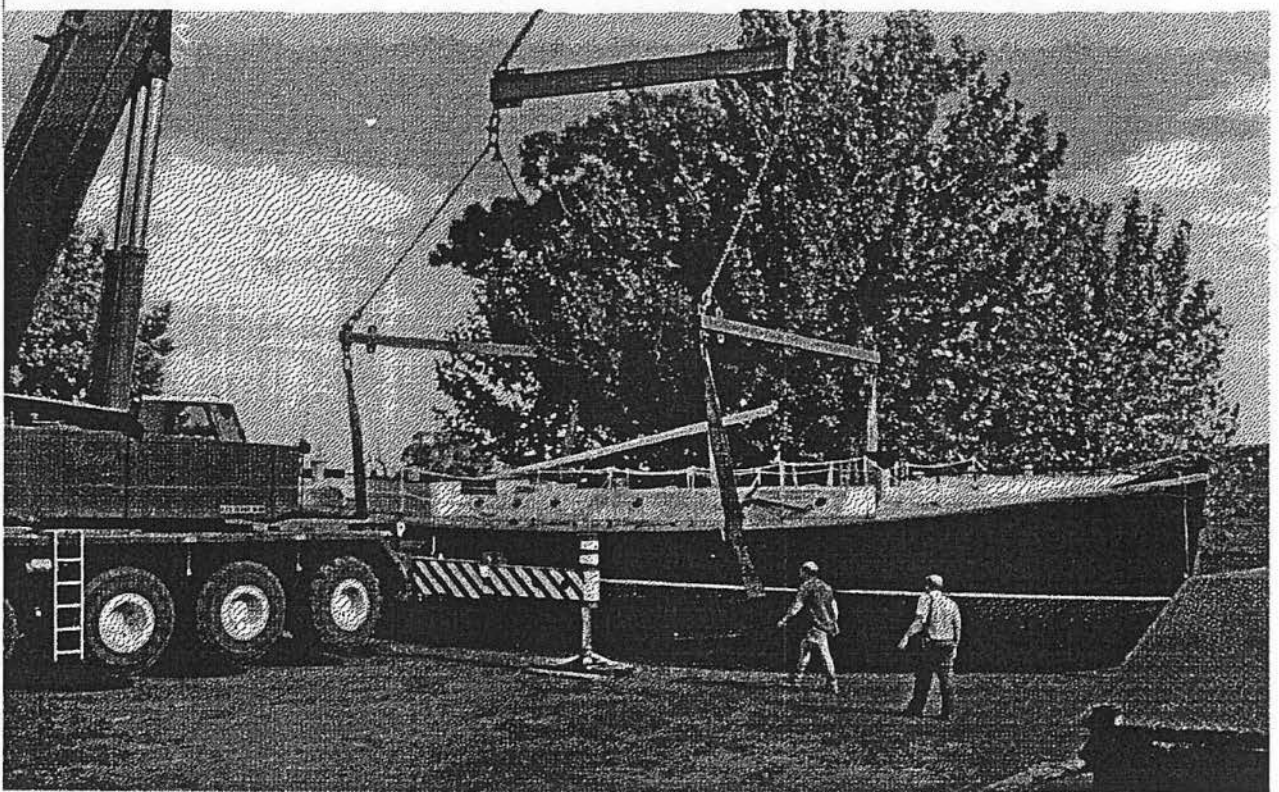
A rough sketch of the Cheynes II based on plans held by Marine and Harbours.

Albany Whalechaser

Several people from Albany and Fremantle have approached the W.A. Maritime Museum seeking assistance with the preservation of the whalechaser, *Cheyne II*, presently moored in Albany Harbour. The **Department of Marine and Harbours'** John Starceвич has been most enthusiastic and supportive of the project. The **Institute of Marine Engineers** is also very keen to see the machinery preserved (if not

quite so interested in the hull) and Len Eckerman of **Fremantle Tug Operators** is particularly enthusiastic to see the machinery and vessel preserved.

Cheyne II was purchased for scrap value several years ago after an enterprise to convert the vessel to a floating restaurant failed financially. Those interested in the vessel's preservation wish to see it relocated in Fremantle. Logistics for this project are being explored....!



(Photo: Jon Carpenter) Lady Forrest is prepared for transport.

Relocation of the Broome Pearling Lugger, *Ancel* and Fremantle Pilot, *Lady Forrest*

The *Ancel* and *Lady Forrest* have been on display in the grounds of the Fremantle Museum, Finnerty Street, since they were donated to the Museum in 1972 and 1970, respectively. Now the two vessels reside in new locations.

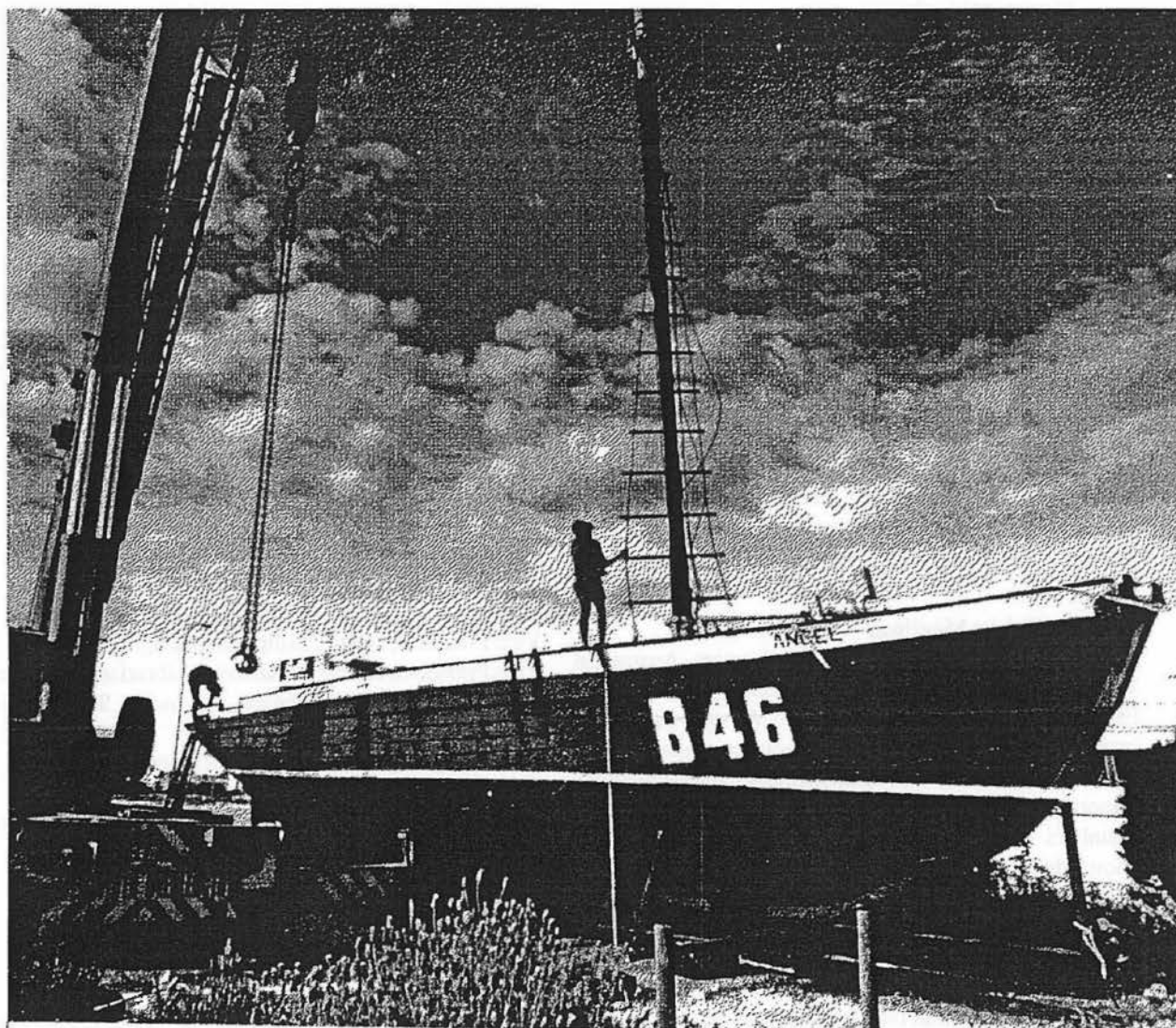
The relocation of the two vessels was made possible by the generous sponsorship of **Brambles Manford**, Kwinana, **Steve E. Ward and Company**, Boat Builders and the **Fremantle Port Authority**. **Brambles** provided craneage to load and offload the vessels. **Steve Ward**, with the assistance of **Carl Olliverre**, dealt with the logistics and transport and the creation of a solid cradle for the *Lady Forrest* all of which resulted in the successful delivery of the vessels to their new display venues.

Fremantle Port Authority assisted with the partially dismantling and reassembly of the doorway through which *Lady Forrest* entered the B Shed museum and **John Wiley** provided valuable engineering comment on aspects of the logistics.

With the departure of *Australia II* to the eastern states, the bay in B Shed lay vacant and no other vessel could have been more appropriate for the site than *Lady Forrest*. During this vessel's working life it breathed outside B Shed and its return to this building, undercover, provides an excellent example of heritage being enhance by its appropriate context.

Ancel was relocated to the forecourt of the W.A. Maritime Museum, a more appropriate venue now that the Fremantle Museum is no longer a maritime museum.

In both cases, the relocation was primarily motivated by preservation requirements. The steel hull of *Lady Forrest* has suffered on going corrosion for years and which is readily halted by a passive environment - i.e. no water getting onto and no water getting into it. As there is no undercover storage available for *Ancel*, it was moved within close proximity to the Museum's wood working shop for ongoing repairs and maintenance.



(Photo: Jon Carpenter) Carl Olliverre begins the task of reregging the *Ancel* which is now outside the W.A. Maritime Museum.

Sail Training Ship *Leeuwin*

The *Leeuwin* Sail Training Foundation Limited is a private, non-profit organisation which owns and operates Western Australia's only dedicated Sail Training Ship, *Leeuwin*.

The *Leeuwin* is a three-masted barquentine designed along traditional lines and built to comply with modern safety standards. Her running costs are covered by the trainee fares, ongoing corporate sponsorship and fund-raising by volunteers.

WHAT WE DELIVER:

Leeuwin is engaged in training young people for life or "in training by the sea rather than for the sea". We emphasis personal development in sail training and we broadly define it as "training for life" or summed up it is a "concentrated dose of life".

HOW WE DELIVER:

Leeuwin is manned by experienced, competent and professionally qualified seamen supported by a small number of experienced volunteers. The watch systems, drills and procedures are traditional and applied strictly.

The programme is designed to induce in trainees a sense of personal achievement through extension of personal limits.

TO WHOM:

Leeuwin was built to help people of both sexes with particular emphasis on those in the age range 16-25 years.

BOOKINGS: Now available for 1991 voyages.

PHONE: (09) 430 4105

LEEWIN SAIL TRAINING FOUNDATION LTD.
P.O. BOX 1100, FREMANTLE, 6160.

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

Every second monthly general meeting of the Maritime Heritage Association be held jointly with the Australian Association for Maritime History. The next jointly arranged meeting will be in July.

Monthly Public Meetings - Reviews

June 12 - Mike McCarthy of the Western Australian Maritime Museum presented a talk about the history of Broadhurst's speculative ventures in Western Australia, including the demise of the first colonial steamship on our coast, the SS *Xantho*. Mike then addressed the excavation, preservation and presentation of the SS *Xantho*'s engine. Members were most impressed by Mike's extensive knowledge and understanding of his chosen area of research and the entertaining manner in which he imparts this information to his audience.

Monthly Public Meetings - Previews

(Note: * indicates that the General Meeting will be held jointly with the Australian Association for Maritime History)

July 10* - Joint General Meeting will be held with the Australian Association for Maritime History. Guest speaker is to be confirmed. Hopefully Bryn Griffiths, author of a photographic history of Western Australia's waterfront workers will be able to address this gathering.

August 14 - John Buchanan will present a talk on the restoration and reconstruction of their plumb stem and stern cruiser, *Nicola*. The cruiser won the Best Gaff Rigger Boat Section at the Wood and Classic Boat Festival for 1990. John and Nikki King Smith restored the *Nicola*. Nikki is a Conservator with the Western Australian Museum and has an excellent understanding of the ethics involved with conserving, restoring and reconstructing boats and the use of related materials.

September 11* - (to be arranged) Joint General Meeting will be held with the Australian Association for Maritime History. The guest speaker to be announced in the September Newsletter.

October 9 - Members of the International Council for Conservation of Materials will present a talk about the conservation of materials related to the marine environment and conservation of materials generally. Several ICCM members will attend this meeting to discuss and answer MHA members queries.

November 13* - Joint General Meeting will be held with the Australian Association for Maritime History. The guest speaker to be announced in the September Newsletter.

December 11 - (to be confirmed) Jim McGowan will present a talk about the Fremantle that he knows and loves. Jim was the Public Relations Officer and then Events Liaison Officer with the Fremantle Port Authority for many years before resigning in 1990. His knowledge, understanding and empathy for Fremantle's history is reinforced by his own observation of changes and developments in the port city.

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.