



**Maritime Heritage  
Association Inc.**  
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**MARITIME HERITAGE  
NEWSLETTER  
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Maritime Heritage Association Inc.

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H.M. Bark *Endeavour* Project

Supported by:  
Fremantle Port Authority  
H.M. Bark *Endeavour* Project  
Leeuwin Sail Training Foundation Inc  
Western Australian Museum

Meetings are held the second  
Wednesday of every second  
month - April, June, August,  
October, December at the  
Leeuwin Sail Training  
Foundations Meeting Room.  
at 5.30pm.

**Maritime Heritage Major  
Projects.**

**Amateur Wood Boat-Building  
School**

Brian Phillips and Mike Reveley are now  
into their fifth Boat Building School with a  
third Minim Cove Dinghy being constructed by  
one of the School's students. Dave Ellis and

Brian Phillips have indicated that someone may  
be purchasing either Brian's or Dave's Minim  
Cove dinghy to send to Sweden.

The 14 foot carvel planked dinghy being  
built for the Maritime Heritage Association is  
progressing well.

The *West Magazine* which is issued in *The  
Weekend West Australian* has run another  
article about the Amateur Wood Boat-building  
School "Build Your Own Boat" and for which  
the Maritime Heritage Association is very  
appreciative.

The Executive of the Maritime Heritage  
have found that they are not able to provide the  
support the Amateur Wood Boat-Building  
School requires in terms of collecting fees,  
ordering and collecting materials, taking  
bookings etc. However, as this is beyond the  
function of the Executive, all of its members  
working full-time in their own professions, it  
is looking at means of overcoming this  
obstacle so that traditional maritime  
craftspeople using the B Shed Workshop may  
be provided with a person to co-ordinate  
activities and schools. This will assist artisans  
who are using the workshop. The Maritime  
Heritage Association is currently holding  
discussions with a person who would like to  
fulfil this function.

Brian Phillips wishes to extend to the  
Western Australian Museum staff a hearty  
thank you for their co-operation and assistance  
with the early stages of the schools before the  
wall went up. Brian enjoyed meeting all the  
different Attendants on duty and hopes that  
they enjoy the novelty of the boat-building  
schools.

**International Whaleboat Racing**

Bob Johnson has just about received all the  
details and information he requires to submit  
the grant application for funds to build the two  
whaleboats. Compiling the information for the  
grant has been a long haul because people who  
are to be involved in the whaleboat building  
project are not accustomed to the detailed  
requirements of grant applications. However,  
Bob Johnson and Mike Lefroy have been  
meticulous in their detail and foresight to  
ensure that nothing has been left out.

**Maritime Heritage Association  
Workshop**

The Western Australian Museum has  
generously allocated an area in the B Shed  
Historic Boats Museum for use by the  
Maritime Heritage Association Inc in the  
pursuit of its aims and objectives:

a) to promote, encourage and support the preservation, restoration and knowledge of Western Australian maritime heritage;

b) to provide resources and promote facilities for employment, education and training in all aspects of maritime heritage including, but not limited to, skills for responsible maritime recreational activities, responsible use of maritime heritage facilities encouraging public participation;

c) to inform, liaise with and make recommendations to individuals, organisations and governmental bodies about maritime heritage.

The Maritime Heritage Association purchased materials to section of this area to ensure that future activities did not disturb the function of the B Shed Historic Boats Museum. The Fremantle Port Authority provided the labour to erect the wall.

The Maritime Heritage Association arranged for volunteers to paint the wall on the weekend after it went up and the following people are to be congratulated for their time and generosity: Don Clinton, Margo and Mike Beilby, Jill Moffat, Sally May, Brian Phillips and John from the boat-building school. H.M. Bark *Endeavour* provided the aluminium scaffolding for the workers and Ross Shardlow advised that the wall should be Flax, in keeping with the rest of the interior of the Museum.

However, the MHA Painters' Award goes to Margo and Mike Beilby who knew what tools were needed and how to use them.

## Our Maritime Heritage

### Public Enquiry - Can you help?

Leona Luedtke of 21 Charles Street, Valley View, S.A. 5093 has written to ask if we know anything about the German vessel the *Ingeborg*. The details she has already are:

First owner - Mr Dohring; Second owner from 1923 - Heinrich Thode from Breiholz (later living in Steinfeld); Third owner from 1937 - Mr Reinhold from Husum. The vessel was, to Ms Luedtke's knowledge, 27-30 metres long, six metres wide and could had a 120 tons cargo capacity. It was sailed out of South Australia after 1945 with the intention of it being made into a museum piece. Ms Luedtke's mother-in-law was the daughter of the second owner Heinrich Thode (deceased). Ms Luedtke believes the vessel came to Western Australia and has enclosed a photocopy of a photograph of the vessel and which is reproduced here.

*Ingeborg*, a vessel believed to have been brought to W.A.

### The *Endeavour* Replica - Progress Report

Since work recommenced last September, progress has been rapid and the sights remain set on launching the ship in the autumn of 1993 with the delivery voyage to the Australian National Maritime Museum still planned to begin in the spring of the same year.

The lower deck, the first continuous full length deck in the ship, has been now been planked and caulked. The laying of this deck and the planking of the ship's side above the wale has seen the use of North American pine for the first time. This beautiful, blonde, close grained timber is known as oregon and comes from the western slopes of the Rocky Mountains in Washington State.

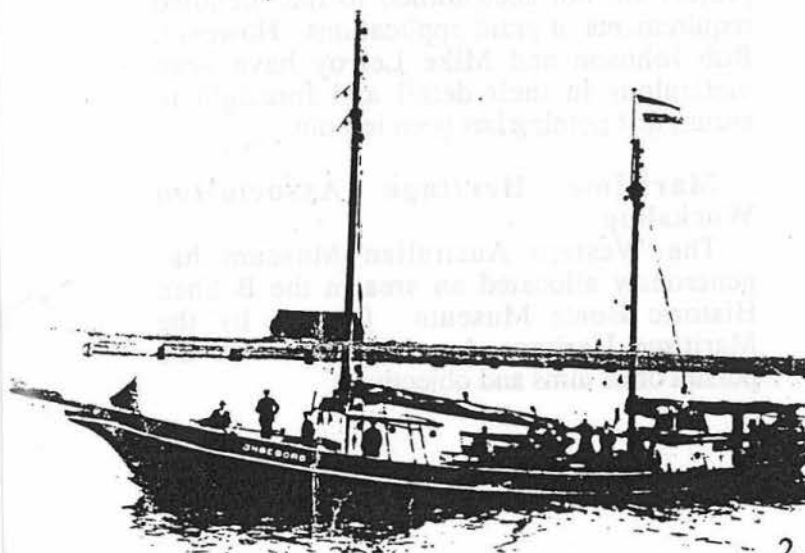
At the time that Columbus sighted America, the trees from which this timber has come, would have been young saplings. They would have reached their half life at about the time the original *Endeavour* was laid down in 1764 as the *Earl of Pembroke*.

The laying of the lower deck has brought the first sound of caulking mallets to the ship shed. The caulkers' job is to feed the oakum into the gaps between the planks. The fibre, once positioned, is then rammed home using caulking irons and wooden caulking mallets.

The caulkers' job is being helped by a willing band of volunteers. They have been teasing and rolling the oakum from bulk into long strands which, when rolled up into balls, makes the job easier for the caulkers on deck.

The last few months have also seen the beginning of the 20th Century fit-out with the installation of the fuel and water tanks and the two caterpillar auxiliary engines.

This 20th century component is primarily machinery, electrics and electronics, hydraulics, and other requirements which



must be fitted to the ship to meet the Australian Maritime Safety Authority's safety-at-sea specifications. The fit-out includes everything from the fire and bilge pumps, auxiliary engines and generators, to refrigeration, an electric galley, heads and bathrooms, radar and other navigational aids.

## Sail Training Ship *Leeuwin*



Photo: J. Lancaster. Caulking the lower deck.

To comply with the museum replica ethic, the 20th Century fit must intrude as little as possible upon the ship's design and appearance. Consequently, as far as possible, the 20th century is installed below the lower deck level and out of the public gaze.

While work is ahead of schedule in most areas, the project is still living in the shadow of a funding shortfall and the hunt for the final \$3m to complete the ship and deliver her to Sydney is still on in earnest. The work to attract funding is still focussed at the corporate level but quite soon a national public fundraising campaign will commence.



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 fundraising 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

**LEEUWIN SAIL TRAINING  
FOUNDATION LTD.**

**P.O. BOX 1100, FREMANTLE,  
6160.**

### **Yambulla Maintenance**

Four employees of the H.M. Bark *Endeavour* Project have just completed what was to be a two week reconstruction of the foredeck and parts of the wheelhouse of the 40 foot *Yambulla*. Carl Olliviere, Nic Truelove, Danny McDermott and John Owen, in the interests of supporting the educational function of the *Yambulla* accepted to do the reconstruction work, for a token payment, for the Western Australian Museum which owns the historic Army Workboat.

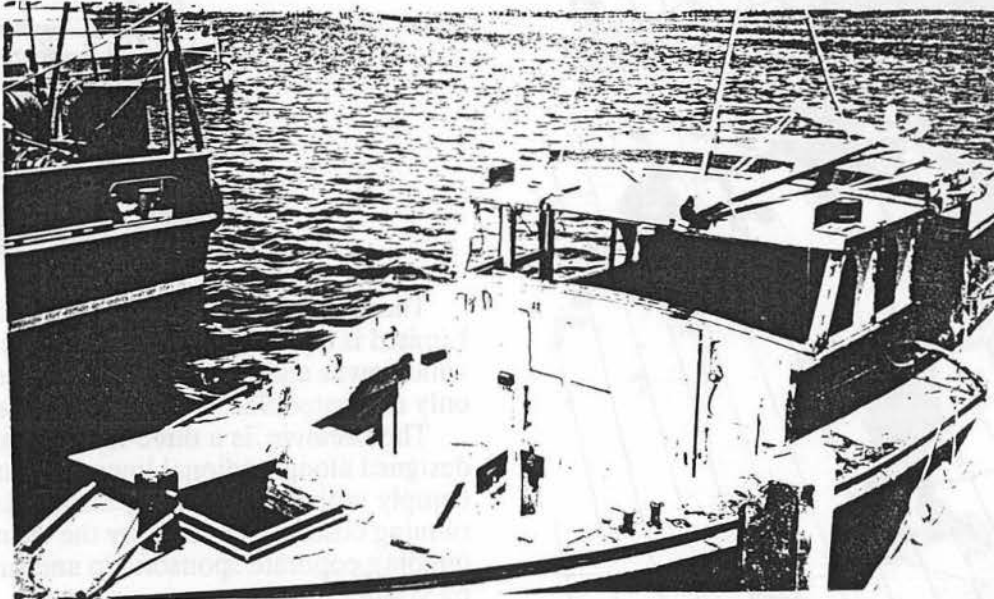


Photo: Danny McDermott. After the rot was removed.

H. M. Bark *Endeavour*'s Project Manager, John Longley, kindly allowed the *Yambulla* to be moored at the project's jetty for the duration of the reconstruction so that it was close to hand for the four shipwrights to work on in the evenings.

Predictably, once work had begun the job grew and grew as the extensiveness of the rot was revealed. Working on the *Yambulla* from 4.00pm (when they finish a day's work on the *Endeavour*) to 9.00pm turned into seven weeks. The additional five week's work cost several cartons of beer and a commitment to have a family day for the shipwrights and their wives and children who rarely saw them over those seven weeks. The outing is planned for the weekend before Easter at Carnac Island.....on the *Yambulla*, a testament to the soundness of their work and the vessel.

The wood work completed, the *Yambulla* returned to the Expedition Boat Shed where the Ministry of Education's employee and *Yambulla*'s skipper, Paul Boddington, had arranged with Bernie Unwin for students of a deckhands training course to set to sanding and

stripping old paint in the interior of the vessel. Upon sprucing up the vessel, they will use the *Yambulla* for the boat handling component of the course and pay for the sea time, with the money going into a joint Marine and Harbours and Expedition Boat Shed Account.

The Nautical Division of the Institute of Aptitude Development co-ordinated the deckhands course with funds allocated by the Department of Education, Employment and Training. Bernie Unwin, formerly of TAFE External Studies, and a director of the Institute is supervisor of the deckhands course.

The Ministry of Education and the Western Australian Museum is appreciative of Paul Boddington and Bernie Unwin's effort and interest in maintaining the *Yambulla*.

Money earned by the *Yambulla* will go towards rewiring the vessel which could not be undertaken before because the cabin and wheelhouse were not waterproof. Thanks to the interest and energy of the *Endeavour*'s shipwright this is no longer the case.

Lima Electrics John Pensabene and Mike Bemrose have offered to donate their labour for rewiring the *Yambulla*. The Marine and Harbours and Expedition Boat Shed Account will pay for the materials.

Mike Bemrose knows Workboats from earlier years when he trained and worked on these craft. The *Yambulla*'s current flows in reverse to modern day electrical circuits which in the past has more than confused young whipper snapper electricians. People involved with the operation of the *Yambulla* were relieved to find Mike Bemrose who could explain why the generator was not charging the brand new batteries. Therein explains how

Mike Bemrose became acquainted with the *Yambulla*.

An earlier repaired component had been put in back to front (in the modern way) and contrary to how the dear old *Yambulla* likes to do things. Sentiment for the old boat and an interest in helping the educational role the *Yambulla* plays, has provided the impetus for Lima Electrics generous and gratefully received offer.

**Lima Electrics**  
**John Pensabene and Mike Bemrose**  
**21 Strang Court, South Fremantle.**  
**Specialising in**  
**Marine Electrical Wiring**  
**and**  
**Service Starter Motor**  
**and**  
**Alternator Repairs**  
**and**  
**Service Units.**  
**Telephone 336 1456**

### **Western Australia Maritime Year 1992**

Eventscorp, is the promotional wing of the Whitbread Round the World Cup. Racing yachts participating in this event will bunk at Fremantle for the second time, in 1992. Their presence and attraction provides a significant financial boost to the local economy. To promote the Whitbread Round the World Cup, 1992 has been dedicated Western Australian Maritime Year.

Towards an enduring legacy of the 1992 Maritime Year dedication, Eventscorp's Vern Reid is investigating the feasibility of a Maritime Heritage Centre, based on the work of the Maritime Heritage Association, other groups and individuals. The concept for the focus on the Maritime Heritage Centre is to link its development to the events of Maritime Year.

The Maritime Heritage Centre proposal is looking at the feasibility of promoting the Port of Fremantle's Victoria Quay as a heritage precinct for recreational and educational enjoyment of the general public. This will include providing more attractions on Victoria Quay and more comfortable and attractive surroundings.

### **National News**

#### ***Survival of the Shipwrights***

**By Rodney Musch in *Modern Boating*  
March 1992; pp38-40**

Though kevlar, carbonfibre and foam sandwich have become the buzz words of boatbuilding, budding shipwrights are still

being schooled in the traditional ways of wood. Reckons Rodney Musch, there is no better grounding...

Anyone who is into boating can't deny that wood, especially in this age of advanced technology and synthetics, is still *the* most attractive building material. Beautifully-built wooden boats always draw attention - there is something special and outstanding about them. And as with no other material, a good shipwright, backed by years of experience in the industry, can work timber in such a way that it is a gift to watch.

Before the industrial revolution last century changed manufacturing processes, ships were mainly built from wood. The increasing shortage of suitable timber, however, contrasted with the ready availability and convenience of iron and later steel as an alternative construction material.

Through the many decades of change that followed, the traditional shipwright's craft seemed to be in jeopardy. With the development of plastics, which allowed much of the interior to be moulded during the building stage, shipwrights seemed destined to die out.

But by adapting to change the shipwright's trade - albeit in different forms in certain areas - is still very much alive.

Said Keith Lambert, a teacher at Sydney's Meadowbank Technical College: "The number of students enrolling in shipwright's course has fluctuated very little over the years. Some 50 to 60 students enrol each year and we can have up to 180 students doing the three year course."

About 75% of the students are apprenticed to firms who build or fit-out yachts and small boats for the leisure industry. The others are employed within the commercial boatbuilding sector.

"Good shipwrights are in demand and rarely unemployed," said Keith Lambert.

"Those in the pleasureboat industry are either involved in the construction of wooden boats or fit-out fibreglass or metal boats with timber interiors."

But before the students reach this level they have spent one eight-hour day a week for three years at the college.

In the early stages the students learn the basics, as they often arrive from school with a strong desire but a minimum of knowledge and experience in tools and materials. So they are taught how to hold a plane, dismantle it, sharpen the blade and reassemble it. They learn how to select a good piece of wood and distinguish it from poor quality.

At a later stage they receive instruction in drafting, learn to read plans and are taught the principles of boat design. Design is divided into two main categories - drawing shape and calculation - so that a vessel is not only pleasing to look at but is also stable and will float on its lines.

"Despite high technology and modern fastenings a wooden boat still takes about the same length of time to build as it took many years ago," Keith said. "The majority of students would prefer to go into wooden boatbuilding full-time, but there is just not that much activity going on in that particular sphere."

Depending upon its size a wooden boat can take up to a year to build and most people aren't prepared to wait that long. But today's students are still capable of building beautiful classic boats which would have warmed the hearts of calloused-palmed shipwrights of yore, proven when, as part of Australia's Bicentenary, they finished a replica of *Tom Thumb*.

This 10ft cockleshell was sailed along sections of the east coast and up to the George's River to Bankstown during Australia's settlement.

Another boat demonstrating their outstanding skill is an exquisite 6-metre, straight-stemmed Captain's gig. This replica was constructed as a lifeboat for the *James Craig*, now under re-construction at Darling Harbour.

All boats are built under college staff supervision. Students are taught to work in aluminium, in which there is a lot of work available, and also in steel.

"Advanced techniques in plastics continue to make inroads into the boatbuilding industry and students need to keep up with technical developments to be able to work in this area effectively," Keith said.

He stressed that shipwright students learn to apply certain techniques, not to be productive, at the college. They are taught both theory and practice because at work they usually only get practice, unless they are lucky to work with someone who is prepared to spend time to explain what's going on.

The teaching staff doesn't escape the effects of rapidly developing technology either. They frequently learn new technical advancements from students who work for specialist firms. And, from time to time, college staff - as part of employment conditions - go back into industry to retrain and join staff development programs to keep up to date with developments.

Building traditional boats is popular with students and, as there are traditional craft around that need maintaining, there is demand for their specialist skills. Because of rapid technical progress the type of student wanting to enrol is also changing.

There is now more emphasis on education and material knowledge than there was 20 to 30 years ago when manual skill was high on the list of priorities and theoretical knowledge didn't rank as high. These days there are more academically qualified students participating in the courses.

"This doesn't necessarily mean that they are better in the workshop, but they tend to do better in the classroom," Keith said.

"Consequently they often become designers with practical background to make them more effective."

One of the areas in which their skills are in demand is in the specialist boat market, such as designing racing yachts which requires a thorough knowledge of construction in lighter timbers and epoxy.

The college accepts women to be trained as shipwrights: "We treat them no differently from their male counterparts and they are usually the type of independent female who wouldn't want that anyway," says Keith. "With modern materials and techniques there is no real reason why they can't function as effectively as the guys. The females work next to the males and cover exactly the same theoretical and practical subjects."

Lambert believes that to be successful in this trade, a shipwright needs at least a working knowledge of many associated trades, as a boat is a mobile floating home and needs even more care and maintenance than a house.

After completing the three-year basic course students can enrol for post trade courses and specialise in aluminium, advanced plastics or traditional boatbuilding, which is now a specialist course.

"These courses are very popular and up to 40 people take part in them," said Keith. "We will also enrol mature-age students who have worked in the boating industry for years, but never obtained officially recognised qualifications," Keith said. "These courses give them that opportunity."

Is the shipwright's trade on the way out? On the contrary; it is becoming more diversified. But dying? Never!

In Victoria, the Footscray College of TAFE offers a shipwright course which favours pleasurecraft construction, apprentices building a clinker boat, a fibreglass boat or surfboard, a timber hardchine boat and round bottom boat.

The three-year course is the duration of the apprenticeship and a student attends the college for two weeks at a time on block release, to the equivalent of 40 days a year. The students tend to be more mature - around 20 years old - and do very well, each year winning craft awards.

In Brisbane, apprentices attend a several-week block release course each year for three years at the Ithaca College of TAFE. Students come from as far away as Cairns and Hobart, Ballina and Coffs Harbour to be taught the building of timber carvel and clinker boats, as well as a little on aluminium and steel, drawing and lifting etc.

The college can take 14 students in one block and will have double blocks if there is sufficient interest.

In Adelaide, Mareston TAFE College accommodates 23 students of whom the vast majority comes from the plastic boatbuilding industry.

The course covers all basic enrolments of boat and ship building, with state-of-the-art concepts and contemporary boatbuilding methods being taught. These are two specific courses which cater for local students who attend daily release classes but there is also a block release for country students.

Students learn to build boats mainly in timber and fibreglass, but nine third-year students recently built a 40ft aluminium scooter boat in conjunction with local industries that supplied the materials and facilities.

The boat was lofted and the entire hull fabricated in 20 attendance days.

### **National Australia ICOMOS Conference**

"Cultural Heritage Conservation - The Role of Government and the Individual" is the International Council On Monuments and Sites' 1992 National Conference being held from March 19 to March 24, 1992. This conference is being organised in conjunction with the Fremantle City Council. Venues are the historic Fremantle Town Hall, Fremantle (sic) Maritime Museum (the Western Australian Maritime Museum), the Old Swan Brewery and Fremantle Prison.

Session 3: Community Heritage on Saturday March 21, 1992 may be of particular interest to MHA members. Speakers are Jenny Archibald (Heritage conservation: Examples of community involvement in Fremantle); Patrick De Villiers (Integration of conservation and planning at local government level); Trevor Budge of Bendigo (Effect of heritage controls on property value on example of Victorian historic towns).

For details and copies of the program brochure contact:

Australian ICOMOS Conference Organiser, City of Fremantle, 8 William Street, Fremantle. WA 6160 or P.O. Box 807, Fremantle WA 6160.

Telephone: (09) 430 2245; Fax: (09) 430 4634

### **International Maritime History Conference**

"New Directions in Maritime History" is a conference to be held in Perth/Fremantle from December 6 to December 10, 1993. The conference is being organised by the International Commission of Maritime History and The Australian Association for Maritime History. The conference will be one of many events celebrating 1993 Maritime Year in Western Australia.

Registration fees are as follows:

until 1.9.1993 \$Aus 125.00

after 1.9.1993 \$Aus 150.00

For paying registration fees and enquiries write to:

New Directions in Maritime History  
c/- Department of History, University of W.A., Nedlands, WA 6009

"New Directions in Maritime History" is a conference intended to provide a full coverage of all major aspects of maritime history. Its program is built around a number of sections devoted to particular aspects of, and approaches to, maritime history. These include:

- \*naval history; merchant shipping and trade; seafaring and maritime trade unionism; ports and port cities; maritime law and legislation; shipwrecks and safety; fisheries; maritime art and literature;

- \*regional studies dealing with, for example, the Indian and Pacific Oceans, the North Atlantic, the Mediterranean, or the Malay world;

- \*developments in the historiography of individual countries;

- \*the position of maritime history in the community at large, through maritime museums, heritage and education programs, maritime archaeology, etc.

The conference will be part of Western Australia's MARITIME YEAR 1993 and be the focal point of a week of maritime activities, including a maritime film festival; a maritime history exhibition; a series of public lectures; the Executive Council meeting of the International Committee of Maritime History. The arrival of the Whitbread Round the World

sailing yachts at Fremantle is also planned for December 1993.

### **The Australian Association for Maritime History**

For those MHA members who are not aware of, but may be interested in, The Australian Association for Maritime History, the following information is provided. The Council of the AAMH is currently in Victoria although it was originally in Western Australia where the group was formed some years ago by Frank Broeze, Associate Professor, Maritime History at the University of W.A and others.

The AAMH produces the excellent publication *The Great Circle* and a quarterly *Newsletter of The Australian Association for Maritime History*. The Newsletter Editor is Vaughan Evans, 85 Fullers Road, Chatswood, NSW 2067.

For membership and enquiries write to:  
The AAMH, P.O. Box 75, East Bentleigh, Victoria, Australia 3165.

### **One-day Oral History Conference**

"Different Aspects of Oral History" is a one-day oral history conference organised by the Oral History Association of Australia (WA Branch). The conference is to be held on Sunday May 3, 1992 from 9.30am to 5.00pm at the Alexander Library Theatre, Perth Cultural Centre.

*Domestic Work between the Wars* will be chaired by Heather Campbell; Glenys Collard and Steve Bark will present *Tom Bennell's Story* (as told in Kuru, Nyungar Language and Culture Centre, 1991); Ronda Jamieson will talk about oral history in New Zealand, USA and UK.

For registration fee payments and enquiries contact: Margaret Hamilton, Telephone: 328 1048; Fax: 328 1048. The Treasurer's address is: 12 Bulwer Street, Perth. WA 6000.

### **International News**

#### **International Congress of Maritime Museums 1992 Interim Meeting**

The ICMM interim meeting will take place in Douarnenez, Brittany, France between July 7 and July 9, 1992. The timing and location was chosen to co-incide with the imminence of classic boat gathering "Brest 92" when Breton harbour will welcome one thousand five hundred traditional boats and ships from Friday July 10 to Thursday July 14, 1992. On July 15, the whole Armada will leave Brest for Douarnenez for a further three day festival and the inauguration of the floating dock which

will be the heart of the future Douarnenez Port-Musee, a floating museum.

For further details contact: Denis-Michel Boell, Curator of the "Port-Musee", Quai du Port-Rhu - BP 434 - 29174 Douarnenez Cedex, France; Telephone: (33) 98 92 78 75; Fax: (33) 98 92 05 41.

The impetus for this floating museum was the collapse of the local fishing industry. The concerted effort to focus on this town as a maritime port and museum is planned to help its transition from a fishing based economy to a tourist based economy.

The Australian Institute of Aboriginal and Torres Strait Islander Studies (AIATSIS) are to donate, to the Douarnenez museum, several replica Aboriginal watercraft, a bark canoe and a Kimberley raft. The donation will be made at a special presentation as part of the local festivities.

AIATSIS has had exceptional success at film festivals in Europe, and in particular France, with its films and documentaries about Aboriginal life in Australia. Some of films and documentaries are archival footage dating to the beginning of this century and some are contemporary.

AIATSIS has offered to compile, for the Western Australian Museum, some archival footage of Broome pearling luggers being constructed by Aboriginal and Asian boat-builders. The Western Australian Museum hopes that copies of this video will be displayed with the Broome pearling lugger, *Trixen*, in the B Shed Historic Boats Museum, in the future.

### **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**

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.**