

MARITIME HERITAGE ASSOCIATION

NEWSLETTER

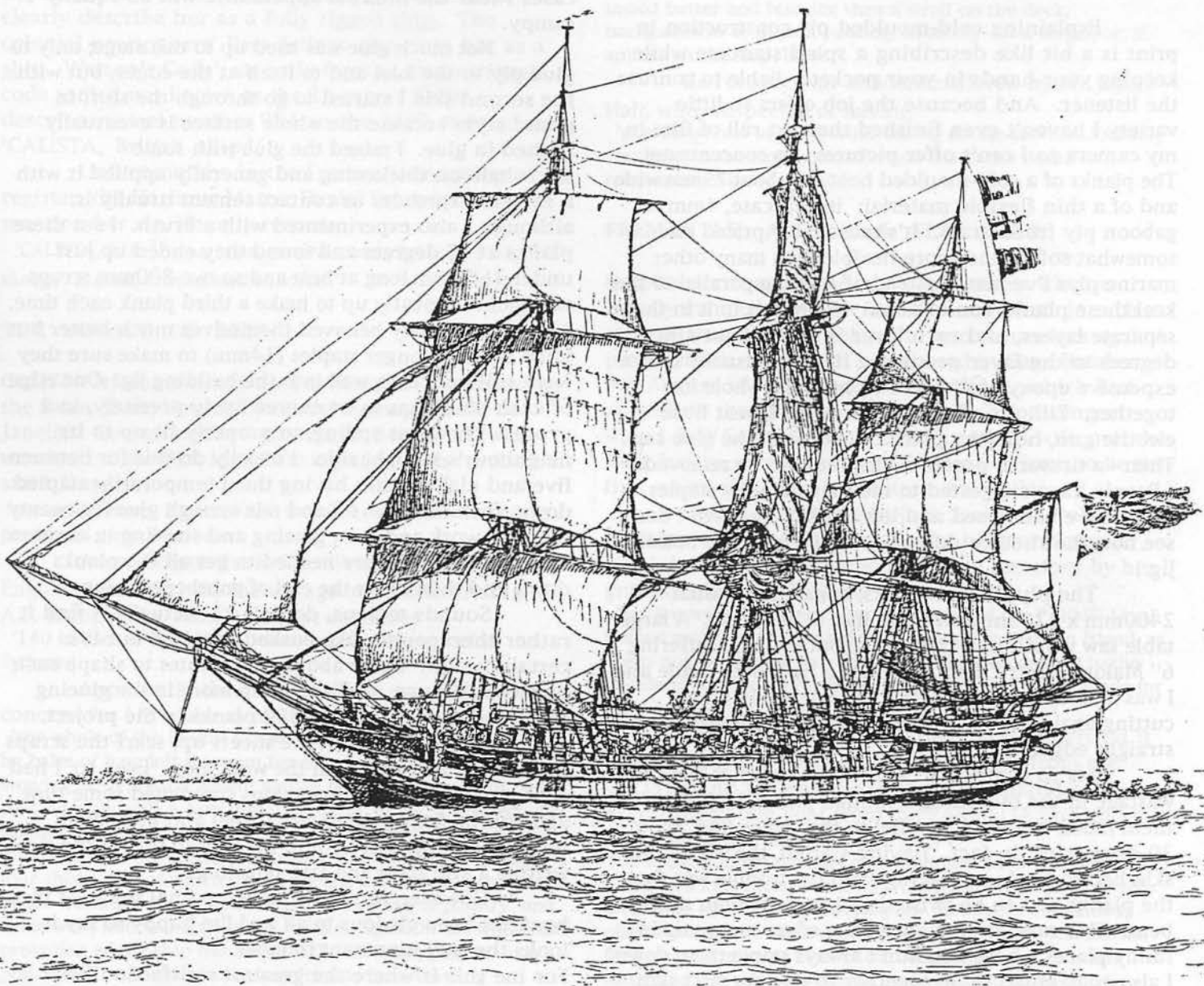
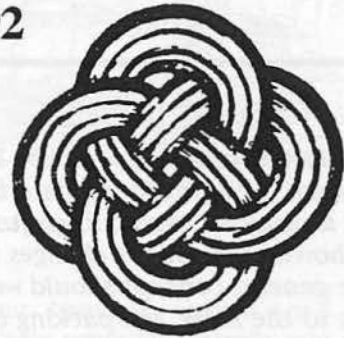
OCTOBER 1992

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CALISTA 316 TONS - Hove to in Gage Roads by R.H. Shardlow (Story page 3)

BUILDING A TRADITIONAL RIVER LAUNCH (PART TWO)

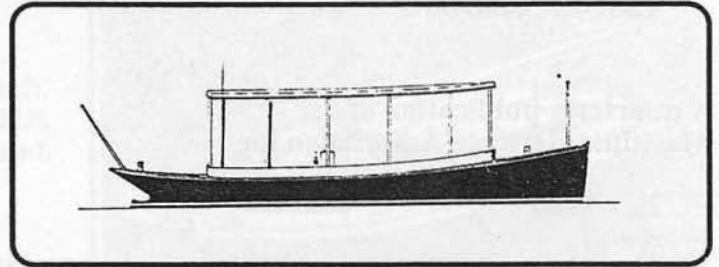
BY MIKE BEILBY

The story so far: Your intrepid scribe has drawn up plans of his own for a 6m counter stern launch to be powered by a small vintage putt-putt. A 1:10 scale model has shown some minor changes to be desirable and that the general concept should work. After some adjustments to the lines, the packing cases of his younger brother, recently returned from overseas, have become a building jig for a hull to be built in cold moulded ply...Now read on.

Explaining cold-moulded ply construction in print is a bit like describing a spiral staircase while keeping your hands in your pockets - liable to confuse the listener. And because the job offers so little variety I haven't even finished the next roll of film in my camera so I can't offer pictures - so concentrate! The planks of a cold-moulded boat are about 75mm wide and of a thin flexible material; in this case, 4mm gaboon ply from Israel. It's reasonably priced and somewhat softer and more flexible than many other marine plys I've met. Instead of running parallel to the keel these planks run at about 45 degrees to it in three separate layers, and each layer is set at about ninety degrees to the layer preceding it. Glue, usually a nice expensive epoxy (gallons of it) hold the whole lot together. Zillions of staples, fired by a neat little electric gun, hold the planks down until the glue sets. Then - a tiresome process - they have to be removed. (People have suggested to me that stainless staples could have been used and left in place but then I don't see how the shell could be separated from the building jig.)

The ply, fifteen sheets, came in the usual 2400mm x 1200mm size and had to be cut up. A large table saw would have been nice but my long suffering 6" Makita electric hand saw has a fine-tooth blade and I was able to do the job, over an extended period, cutting against an aluminium extrusion I bought as a straight edge.

My first mistake came when I tried to minimize wastage in the over-long 2400mm planks by laying them much closer to parallel to the centre line, about 30 degrees off in fact. Having started, the whole first skin had to be done this way and the trouble was that the planks had to be twisted rather more than simply bent. This caused portions of the edges to pop up in funny places where I couldn't always staple them down. I also edge glued them together to give the first skin some stiffness and this maintained any misalignment at edges where planks lay next to each other. I faired the whole lot down with a surform tool and sandpaper before starting the second skin, of course, but since I



had to cut well through the outer ply veneer in many cases I fear the internal appearance will be equally lumpy.

Not much glue was used up to this stage; only to glue ply to the keel and to itself at the edges, but with the second skin I started to go through the stuff in grand style because the whole surface is eventually bathed in glue. I mixed the glue with some microballoon thickening and generally applied it with a serrated spreader as contact cement usually is, although I also experimented with a brush. I set these planks at 45 degrees and found they ended up just under 1600mm long at best and so two 800mm scraps scarf-jointed neatly up to make a third plank each time. At this angle they behaved themselves much better but I had to go to longer staples (14mm) to make sure they were still punching well into the building jig. One edge of each plank has to be curved fairly precisely, in a process known as spiling, to properly fit up to its neighbour's straight side. I usually do this for between five and eight planks having them temporarily stapled down, then lift them off and mix enough glue for twenty minutes work and start glueing and stapling in earnest. About three mixes are needed to get all the planks down and then that's the end of another evening.

Sounds tedious, doesn't it? Actually, I find it rather therapeutic- like basket weaving- but it's certainly slow. I take about ten minutes to shape each plank on average, and about ten more in the glueing stage and there are about 360 planks in the project. Then there's time to cut the sheets up, scarf the scraps and occasionally to clean the workshop. Even so, I had expected to have the three skins completed some time ago and be fitting the external keel and gunwhales but other things have got in the way so that at the time writing I still have the last skin to go.

However, for a long time the final shape of the boat has been obvious to all and I'm happy to say it looks the way it's meant to look. For me this is where the greatest satisfaction lies; getting one's three dimensional idea on to two dimensional paper, then back into three dimensional reality without slip-ups. ••

more next issue...

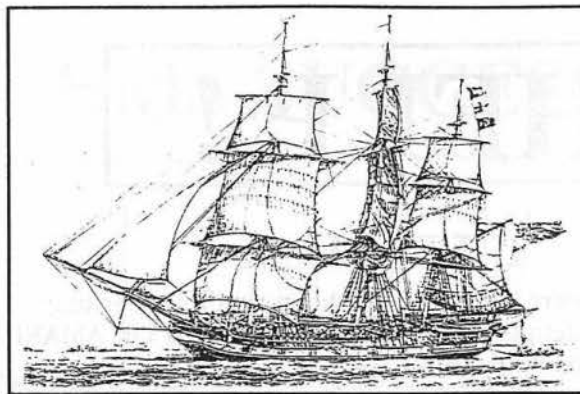
THE CALISTA

by Ross Shardlow

Under the command of Captain Samuel Hawkins, the CALISTA was the second merchant vessel to bring settlers to the Swan River colony. She arrived at Gages Roads on 5th August 1829 after a voyage of 154 days from Portsmouth.

DESCRIPTION

The CALISTA was built in New Brunswick, Canada in 1825. She had a single deck, was built of black birch, hackmetack and pine. She was sheathed with felt and copper, and carried 4 guns.



Her owners, James Gale & Sons (who also owned the WANSTEAD), employed her on the London-Australia run. Lloyd's Register of Shipping describes her as a 3 masted barque. However, the shipping arrival and departure lists of Sydney, Hobart and Launceston clearly describe her as a fully rigged ship. The colonial newspapers' Port listings also class her as a ship. Watson's Code', an early form of international code sometimes known as the 'Liverpool Code', describes vessel number 934 on the 1827 register as 'CALISTA, British ship.'

Unfortunately, in the Fremantle shipping register, the Harbour Master Daniel Scott does not mention her rig. He only records

'CALISTA, 316 ¹¹/₉₄ tons, general cargo, 14 horses and 200 sheep, 73 men, women and children.'

THE VOYAGE OF 1829

CALISTA left Portsmouth on 5th March 1829, bound for the Swan River, Hobart Town and Sydney via Rio de Janeiro. George Leake, a passenger, described rough weather on the first leg of the voyage which resulted in stock losses of

'about 40 sheep, 5 horses and 9 deer, besides calves, pigs and poultry in great numbers.'

According to the Hobart Town Courier, 4 English deer survived the voyage to be delivered to Mr. A.F. Kemp. The same manifest describes

'140 trusses of hay, ham, potatoes and passengers for Sydney.'

Apparently the trusses of hay caused some concern for Mr Leake as he wrote

'the whole of the Round House being covered and surrounded by bales of hay, left no room for exercise, and the continual swaying of so great a weight caused the Round House to creak continuously with a very discordant and, to me, disgusted with sea sickness, a most sickening noise. We found that the fresh provisions for the cabin were scanty, and of inferior quality, four sheep, one of which died a natural death, being the whole of the fresh meat provided with the exception of poultry, and these were selected apparently for their age...On the whole the providing of the ship has been on the most beggarly narrow policy, and I should caution any friends from trusting themselves in a ship belonging to Messrs. Gale & Sons'

It would seem the voyage improved for George Leake later wrote

'My cabin is the best in the ship being aft of the dinning cabin,

very airy and pleasant. I generally wake at 4 or 5. I shout and the captain (in the cabin opposite) generally asks me to bathe. I then walk for half an hour in my dressing gown, then return to my cabin, dress and read till breakfast, which consists of tea or coffee, the remains of yesterday's dinner, no milk, very well tasted butter and biscuits; then a stroll on the deck, backgammon or piquet, reading, shooting - at a target, or, if any about the ship, birds.'

He recorded an accident suffered by Mr James Hall, who, suspected of having

'purloined one or two bottles during divine service...foolishly ventured to the main yard arm and fell to the deck, rebounding like a football.'

FREMANTLE, AUGUST & SEPTEMBER

Despite storm, and some anxious moments when a heavily manned schooner bore down on them in such a manner that they felt obliged to arm themselves against pirate attack, the CALISTA anchored in Gage Roads on 5th August 1829, joining the PARMELIA, which had arrived on the 31 May. Amongst the 73 passengers were L & W Samson, Richard Wells and his wife, and the King family, whose daughter Harriet was soon to be the first white girl born in Western Australia.

CALISTA descendant Jack Seabrook, relates an amusing story passed on to him by his grand mother, Mrs John Seabrook Jr., who was given the story by her grandmother Mrs Richard Wells.

'For a number of weeks after the arrival of the PARMELIA, all women and children aboard were camped on Garden Island, as it was not considered safe for them to be transported to the mainland until some further arrangements had been made for their comfort and protection.'

A couple of days after the CALISTA arrived it was decided to embark all the passengers from the CALISTA and the PARMELIA to the mainland. Accordingly, one boat from the PARMELIA and another from the CALISTA set out.

'On approaching the shore they commenced to race and the CALISTA'S long boat beached first. Thereupon, Richard Wells picked up his wife and, carrying her through the shallows, placed her on the beach, saying "there, my dear, you are the first white woman to set foot on the mainland of Western Australia!" In the PARMELIA'S boat...were Sir James Stirling and Lady Stirling...and Lady Stirling therefore became the second woman to set foot on the beach.'

(continued page 5)

HELP !

LILLAMANI

We are writing in the hope that a reader may know the details of our boat. Her name is LILLAMANI and she was built about 1950 in Busselton, W.A., by Bob Forsyth. She is 31' in length and is carvel jarrah planked and originally had sheoak decks. We believe that Bob Forsyth may have built her for himself with a view to using her as a pleasure craft, however he died before this could occur. We believe that she then became a fishing boat operating off the south-west coast of Western Australia. She was originally a gaff rig. All the information we have managed to obtain so far is second hand from the people who know of her, however we would like to obtain accurate information if we can so that we can document her history.

We are currently in the process of completely restoring her as a traditional yacht as she was neglected for quite a few years before we bought her in July, 1989. We have taken her back to a bare hull and starting from the bottom are working upwards. We have made the hull sound and at the present are in the process of replacing the cabin and decks.

LILLAMANI is situated on the hard stand under cover at Maylands boat yard, Hardey Road Maylands, and we would gladly welcome knowledgeable visitors on any weekend. ••

Jacqui & Stuart Abbott

TRIMMERWHEEL

Harold Schoolland who has recently acquired the boat TRIMMERWHEEL would be delighted to hear from anyone with information about her history. Harold can be reached at work on 458 7222.

Harold has the following information:
She is a Halverson built boat 65' in length and drawing 3'8". During the war she was used as a "crashboat". She is powered by Merlin engines using 110 octane fuel and capable of 40-45 knots.

She was acquired from the Government in 1947/48 and later ran a ferry service from Naval Base to Palm Beach, Careening Bay and back to Naval Base. She used to run on one engine only because of the unavailability and cost of the high octane fuel. Later on she was chartered by a dive school.

Her previous owners were Noel James, John O'Neil and others. ••

MHA NEXT COMMITTEE MEETINGS

Monday 9th November

Monday 14th December

Meetings commence at 5.00pm in the Leeuwin STA conference room, B Shed, Victoria Quay

Members are welcome to attend

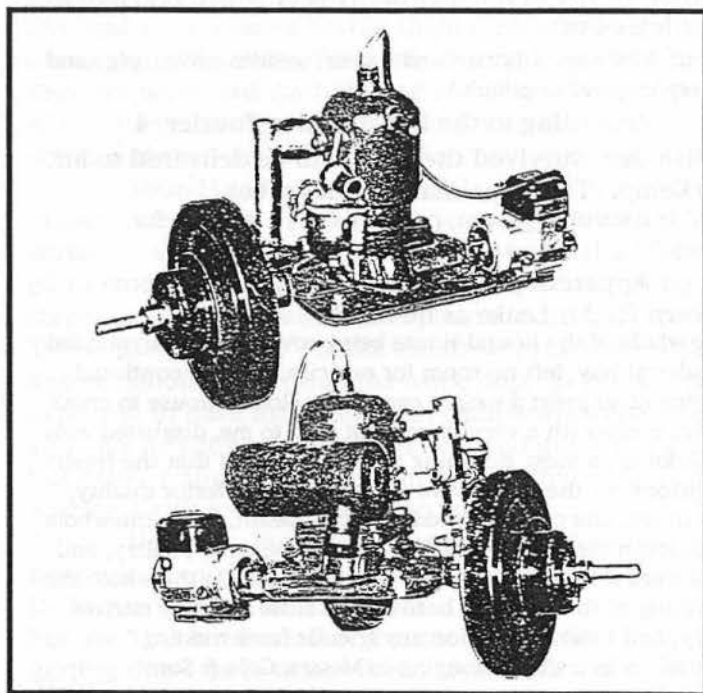
NAME UNKNOWN

Can any reader help identify the small putt-putt shown here? It was given to me by an acquaintance when he heard of the boat I'm building for a similar engine. Unfortunately, he can offer no information about the engine at all. At first it seemed very similar to the 3 hp Chapman in B Shed Historic Boats Museum, mainly because of the horizontally split crankcase and the large flange of the bottom half providing the mounting lugs, but I must admit, any other similarities are questionable. Most importantly my engine doesn't have the vertical magneto drive characteristic of Chapmans. The magneto shown was added by the last owner and so may not be the original type but it must have always been driven directly from the crankshaft; I can't see any other way.

Bore and stroke are about 90 mm and 63 mm respectively (the same as the Simplex) and the spark plug is 22 mm. The exhaust is dry and not water cooled. The carburettor is a large, brass Alpha. Unseen in these photos are the two core plugs, one above the other on the rear end of the cylinder. I'm told a cone clutch operates in the rather small flywheel. There are, of course, no marks on the engine. I had earlier assumed it was an early Chapman Pup with the Chapman maker's plate removed and the rivet holes filled with paint, but a museum visitor assured me it wasn't, and that he thought it originated in Queensland. He couldn't recall the manufacturers.

Any assistance gratefully received. ••

Mike Beilby tel (09) 397 6209
50 Valley View Road, Roleystone 6111



Mike's engine

ALEC UPJOHN MODEL MAKER'S WORKSHOP

by Ross Shardlow

A complete model maker's workshop and reference collection was donated to the MHA this year by the Upjohn family. The workshop belonged to Alec Upjohn, a retired merchant banker and dedicated model shipwright. Alec died last year and in accordance with his wishes that the collection be given intact, Mrs Upjohn decided to donate the entire workshop to the MHA to be utilised by model makers in the way Alec intended.

Alec built the concept model of the training ship Leeuwin before the Leeuwin was constructed. It was used with great effect to promote the concept of a sail training ship for W.A. Many of us will remember Malcolm Hay tirelessly toting Alec's model from 'door to door', successfully seeking support from the sponsors, and eventually making the Leeuwin a reality.

The collection includes an extensive range of specialized hand and power tools, an impressive assortment of selected timbers, cordage and miniature ships' fittings, and boxes of 'trinkets', those odds and ends that model makers can magically convert into an Armstrong patent windlass, or a Jervis brace winch. The reference materials include many issues of magazines such as model Shipwright and Model Boats, ship plans, and a comprehensive collection of maritime books.

A full assessment and inventory has been made, and the collection put in storage. When a suitable space is found, we will establish the workshop as a fully working facility. It will be dedicated in the name of Alec Upjohn. Qualified model makers will be encouraged to use the workshop tools and materials for projects that are within the aims and objectives of the MHA.

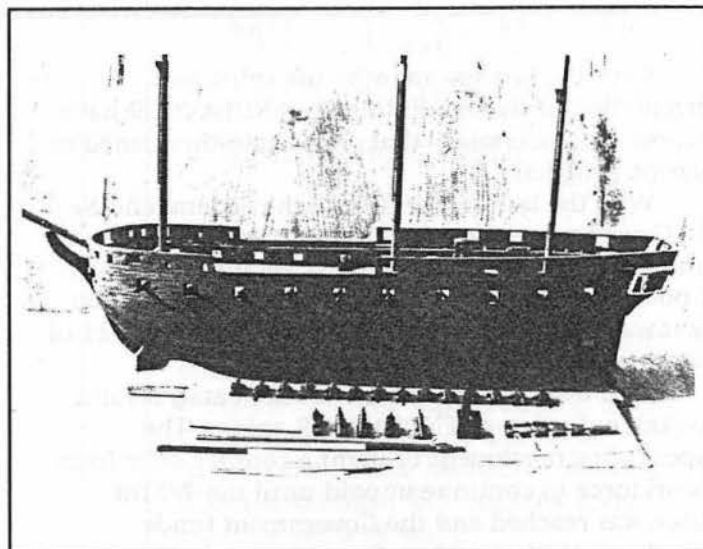
When Alec died he was nearing completion of a 1:48 scale model of HMS SUCCESS. The model was to be presented to the W.A. Maritime Museum to complement the artifacts from the SUCCESS already on display. It remains to complete the upper decks, copper and rigging. The MHA is looking for a qualified model maker to finish the model so that it can be presented to the Museum as originally intended.

A model of the GOLDEN HINDE only requires rigging to complete it. There are also a number of untouched timber model kits which Mrs Upjohn would like to see given to encourage MHA members, especially young members, who take an interest in the workshop.

The MHA is delighted to have the opportunity to promote interest and activity in this traditional maritime skill. We are grateful to Mrs Upjohn for her thoughtfulness and trust in donating the workshop to us.

Sincere thanks to model shipwrights Brian Lemon, Bill Wright and Murray Johnson for their ready assistance with assessing and collating the collection. And to Roderick Anderson, whose initiative made all this possible. ●●

HMS SUCCESS



The partially completed model of HMS SUCCESS. In the foreground are the ship's guns, stove, rudder and deck beams.

Description:

28 gun 6th rate frigate, 504 tons.
Built Pembroke Dockyard 1825
113' x 32' x 8'9" DOH

HISTORY:

In March 1827, Captain Stirling, in command of SUCCESS, surveyed the Swan River area to assess its suitability for settlement as a colony.

On the 28th of November 1829, while under the command of Captain Jervoise, SUCCESS ran aground at Carnac Island while negotiating Challenger Passage. The ship was extensively damaged. It was taken to Garden Island for repairs, not leaving the colony until 10th January 1831.

SUCCESS was hulked at Portsmouth in the 1830's and eventually broken up in June 1849. ●●

(from page 3)

Mrs. Wells maintained that Governor Stirling '...bitterly resented the slight inflicted on Lady Stirling.' History records that Lady Stirling was the first white lady to set foot on the mainland.

On the night of September 3rd 1829, a terrific gale threatened the ships at anchor in Gage Roads. In 'Narrative of a Voyage to the Swan River', J. Giles Powell writes

'The gale had been so violent, that the CALISTA...actually dragged 3 anchors after her; and if the storm had not most providentially abated, she must inevitably have been wrecked.'

Not so lucky was the MARQUIS of ANGLESEA, which had been at anchor next to the CALISTA since August 23. The MARQUIS of ANGLESEA was driven ashore to become a total wreck. The site of her stranding at Anglesea Point, Fremantle is where McDonald's now stands.

(concluded on page 7)

ENDEAVOUR UPDATE



Over the last few months the spirit and determination of those building the ENDEAVOUR have overcome the uncertainty that once again threatened to interrupt progress.

With the last payment from the Federal and New South Governments due when the ship was deemed to be 7/8ths complete, six weeks of work required to reach that point and limited funds available to finance that work it was time for tough decisions. Reluctantly, 21 of the workers were put on one week's notice.

This decision, however, was the catalyst for a remarkable display of ENDEAVOUR spirit. The prospect of retrenchment brought a counter offer from the workforce to continue unpaid until the 7/8ths position was reached and the Government funds released - a solution seldom found in text books on labour relations. This offer was countered again, by those still employed, to share wages amongst the total workforce. The result was the prospect of a 66% pay cut but an enlightened solution for reaching the next target.

During the next few weeks the motivation and determination of the team had the ship a-buzz with activity. Within three weeks the necessary woodwork was completed and another week found the rudder gudgeons and pintle attached and the rudder in place. Fitting the rudder was the last item remaining on the "7/8ths" list. Shipwright, John Owen had spent many hours making patterns for the gudgeons which were cast in brass by Priests of Welshpool. After fitting the gudgeons to the sternpost and attaching them with copper rivets it was time to fit the pintle bar. The pintle comprised two 14' lengths of stainless steel threaded at one end. The first section was hauled up and gradually lowered down inch by inch. The second section went in much easier and was soon screwed in to the lower section. The rudder was swinging!

The target had been reached two weeks ahead of schedule. The New South Wales Government acknowledged the progress and the wheels were set in motion for the Federal Government to follow their lead and forward the final payment. To the great relief and satisfaction of the ENDEAVOUR team, this cheque arrived on September 11th.

KNEES UP

With the assistance of CALM, the shipwrights have all been making regular forays into the bush near Dwellingup seeking out huge lumps of jarrah to make the last of the knees for the weather decks. There are 10 knees on the Forecastle, 36 on the Upper and 44 on the Quarter deck. As the trees are in the dieback area of the forest no vehicles must be driven off road. The human draughthorse system was used to pull the trees out. Chains were attached to the knees and they were hauled by hand to the roadside - a similar technique to that used to move timber for the original ENDEAVOUR.

Each knee weighs approximately 100kg, so by the end of the day the team left for home in the knowledge that they have had finished another hard day "at the office". The strains of 'Waltzing Matilda' echoed around Fishing Boat Harbour as the mini bus brought the troops back to the Mews Road shipshed.

FUNDRAISING

Captain John Lancaster has recently returned from a tin rattling tour of the eastern seaboard appealing to those of a generous nature, and with a sense of history, to be part of this project.

Locally, fundraising events are being organized by the staff, volunteer guides and various commercial outlets. On October 16, 1992 a fundraising dinner/dance will be held at the Fremantle Town Hall; the Hyatt Hotel had a very successful fundraiser for the month of August; some of the volunteer guides have organized a bowls day, and one of the building team, Josh McLernon, had a very productive lamington drive. The Sail and Anchor Pub has brewed a traditional ale, The ENDEAVOUR ALE, and will give \$2 to the Foundation for every pint sold.



Michael Shaw from the SAIL and ANCHOR and John Longley, General Manager of the ENDEAVOUR project toast the new brew with shipwrights Chris Bowman, Simon Walker, Danny McDermott and John Owen.

The ENDEAVOUR spirit is certainly alive and well. Work continues to progress rapidly on caulking the topsides, putting in the last 15 knees on the quarter deck and preparing to commence work on the partitioning for the gentlemen's accommodation.

The extra supports being constructed at the stern of the ship, to minimise the risk of movement towards the water, suggest that if the team don't hurry up and finish, the ENDEAVOUR will just go ahead and launch herself. ●●

Sail Training Ship Leeuwin

S.T.S. Leeuwin was designed and built specifically to help young people mature and develop in areas of self esteem, discipline, teamwork and good citizenship.

THE CATALYST

The crew do not sail the ship, you do.

Working a three masted Barquentine with a complex rig, sixteen sails, with few mechanical aids requires:

- * competent direction and leadership
- * application of basic skills and energy
- * teamwork and co-operation

All operating within an uncontrolled environment, the open ocean. The professional ship's crew assist and direct you to sail the ship.

The ship is a catalyst to learning about yourself, your abilities and what you're capable of achieving in life.

THE VALUES

Education

The complete education of an individual involves three dimensions:

- * Mind - by "classroom" studies
- * Body - through sport and recreation
- * Personality/ Character - through meeting challenges and overcoming adversity.

Leeuwin was purpose-built for this third dimension, the education of the whole person that cannot be gained in the classroom alone.

Development

The Leeuwin experience promotes personal and career development.

- * Personal -
 - Increased self-confidence
 - Realising your potential
 - Improved self discipline
 - Understanding yourself and others
- * Career -
 - Leadership skills
 - Teamwork appreciation
 - Stress management

Employers today are looking for more than educational qualifications and specialist skills.

This programme qualifies as an eligible training programme for the purpose of the Training Guarantee Levy.

One cannot walk away from a problem at sea. To return to port the entire crew must face all challenges and work together.

THE PARTICIPANTS

Anyone 16 years of age and over can book to sail on Leeuwin, although preference is given to youth (under 26 years). Two voyages a year will have a minimum age of 15 years. Reasonable fitness is required, but no previous sailing experience is necessary. You won't need any special equipment as wet weather gear, working smocks, safety harnesses and life jackets are provided on board. On receipt of your Reservation Form you will be sent a manual with programme details and clothing requirements.



THE LEEUWIN SAIL TRAINING FOUNDATION LTD.
P.O. BOX 1100, FREMANTLE W.A. 6160
TELEPHONE (09) 430 4105 FAX (09) 430 4494

S.T.S. LEEUWIN II

WOODEN BOAT WORKS

B SHED, VICTORIA QUAY,
FREMANTLE

Tup Lahiff reports that work has commenced on Peter Michelides steam launch. Lamination of the stem and stern has begun and the construction of the framing and ribbands will start in the first week in October. The launch is a Brian Phillips design, 6.5 metres long and 1.8 metres wide.

Another craft in the workshop which has created much interest is the Iain Oughtred designed Whilly boat. It is now very close to completion.

Tup invites anyone passing to come in and browse around and reminds members and their guests of the Members Night to be held at the workshop on October 12. (see advert on page 8) ••

1829-1841

(from page 5)

On 18 September, 1829, after unloading her 14 horses, 200 sheep and 73 men, women and children, CALISTA departed for Sydney via Hobart Town. She arrived at Sydney on December 5th and returned to London after departing Launceston on 6th May 1830 with 543 bales of wool and 64 tons of Mimosa bark.

Lloyd's Register indicates that CALISTA continued to trade to New South Wales under Captain Samuel Hawkins. From 1831 to 1834, under Captain Jewell, she undertook a voyage to the South Seas, presumably as a whaler. Other voyages show her trading as a merchantman to New York, Africa and Quebec. The last mention of CALISTA in Lloyd's list is under the owner name of Clark & Co. of Sierra Leone (previously Clark & Co. of London)

*Captain Williams, arrives Scaries River, Sierra Leone with 60 loads, 28 January, 1841. ••

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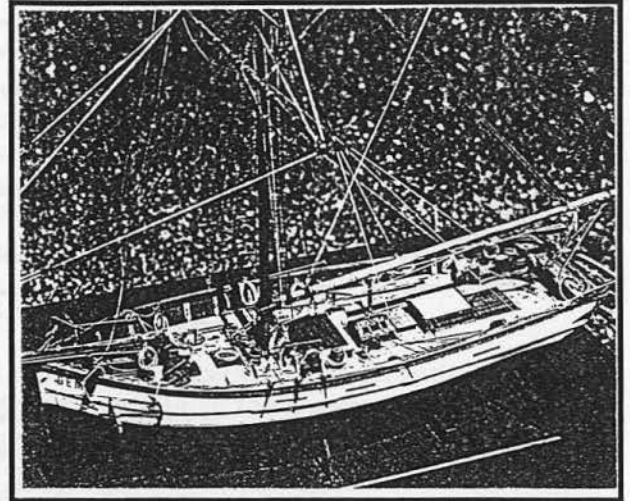
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RWAHS. Early Days.

INVITATION - MEMBERS NIGHT & MODEL BOAT DISPLAY

MHA members and guests are invited to a **Meet the committee & model boat display on Monday 12th of October** in **B shed, Victoria Quay, Fremantle.** Meet our workshop manager **Graham Lahiff** of **Wooden Boat Works**, and view the beautiful wooden boats he has under construction in the workshop. A superb collection of model boats will be on display. Speak with the model shipwrights about their delightful craft. The evening will start at **6.00 pm** with a **SAUSAGE SIZZLE.** Sausages, bread and salads will be provided for **\$2.00** a head. Beer and soft drinks will be available for purchase.

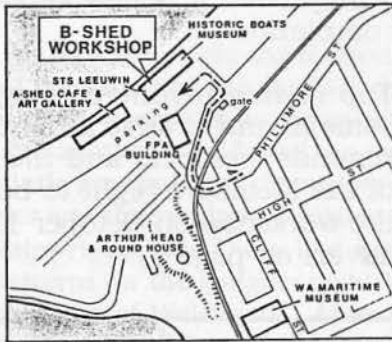
Introductions and display at 7.30pm.
Coffee and tea provided.



Brian Lemon's model of the cutter GEM

COME AND SEE WHAT WE ARE DOING

MHA WORKSHOP
B Shed, Victoria Quay, Fremantle



6.00pm Sausage Sizzle (\$2.00 per head)

**7.30 pm MEET THE COMMITTEE
&
MODEL BOAT DISPLAY**

WANTED

Volunteers

to work as **Steam Marine Engine Operators** at the **Historic Boats Museum, B Shed, Victoria Quay.**

The Roster is:

Thursday - Sunday 1-4 pm

Please contact:
Sally May 335 8211

Training Provided



MARITIME HERITAGE ASSOCIATION INC.
P.O. BOX 1100 FREMANTLE, WESTERN AUSTRALIA 6160