



Maritime Heritage Association Inc.

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MARITIME HERITAGE NEWSLETTER SEPTEMBER 1990

Volume 1 No.2

A quarterly publication of the
Maritime Heritage Association Inc.

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W.A. Maritime Museum.

Maritime Heritage Major Projects.

Yambulla, Heritage and Education Working Together *Paul Boddington, Expedition Boat Shed*

The Historic World War II army workboat, *Yambulla*, being leased to the Ministry of Education by the Western Australian Museum will shortly be operational in support of outdoor education for schools.

\$10,000 provided by the Ministry enabled the W.A. Maritime Museum to complete full hull and upper deck restoration to survey requirements. Additional work at Marko's slipway included fitting a new propellor and cutlass bearing, and major exhaust repairs. After the old paint had been burnt and scraped off, holes and blemishes were puttied. The hull was then sanded back and the vessel was given several primer coats, undercoat and several top coats. The rub rail was stripped and treated with an antifungal epoxy resin (to give structural strength to the deteriorating wood), ready for painting.

Now berthed at the Ministry's Expedition Boat Shed in East Fremantle, *Yambulla*, has been virtually gutted internally and highpressure cleaned of decades of grime which had accumulated under the ceiling planking and bilge. Reconstruction of the original internal design progresses.

Equipment from the *Evening Star II* will enhance safety and educational facilities of the vessel once it is operational.

Contributors to the restoration include the Royal Australian Navy (canvas awning and new propellor); Naval Reserve Cadets (pre-refit survey); 36 Water Transport Squadron (khaki paint and log book); Detroit Engine and Turbine Company (service and maintenance of engine); Mr Andrew Stubbs of East Fremantle (loan of high pressure cleaning equipment); and Marine and Harbours whose staff have created a commercial survey classification for "historic" craft.

Surveyed for 20 people, *Yambulla* will operate on the Swan River and in Cockburn Sound/Carnac Island area ferrying school students and performing some contract work for other educational organisations.

Yambulla, A Case for a Full Time Skipper

Paul Willison, Officer in Charge, Expedition Boat Shed and Sally May, Assistant Curator, Historic Boats, W.A. Museum.

With the pending sale of the *Evening Star* by the Ministry of Education, the position of *Evening Star* skipper, held by Paul Boddington, is being made redundant and Paul Boddington is to be redeployed within the Public Service. However, with the Ministry's Expedition Boat Shed taking on the *Yambulla* for use by schools, there is a good case to keep the *Evening Star*'s skipper in the Ministry as skipper of the *Yambulla*. Paul Boddington could provide invaluable and much needed assistance at the Ministry's other maritime related activities centres, besides skippering the Army workboat.

For those of you who are not acquainted with Paul Boddington, he is married with two teenage children and before joining the Ministry spent 20 years in the Royal Australian Navy. Before retiring from the R.A.N. he was Fleet 'Direction' Officer at the R.A.N. Fleet Headquarters.

For the last 3 months Paul Boddington has been caretaking the *Evening Star II* and restoring the *Yambulla*. His wide range of skills, application and enthusiasm has ensured that the *Yambulla* restoration programme was thorough, efficient and on schedule and far more extensive than originally intended. The amount of work undertaken and completed could not have been afforded had it not been for Paul Boddington taking *Yambulla* under his wing.

An estimate of the potential use for the *Yambulla* provides the following synopsis.

***Yambulla* Useage - Income Generation:**

Vessel surveyed for 20 passengers @ \$5.00/student/day = \$100/day

Estimated average weekly usage :

3 trips/week = \$300.00/week x 40 weeks operation

= \$12,000 per annum

***Yambulla* Extra Curriculum Charters:**

T.A.F.E.

W.A.C.A.E.

University of WA

Maritime Archaeology Association

Teacher Inservice

= \$2,000 per annum

Cost Savings On Maintenance of Ministry Equipment

The person taking on the position of *Yambulla*'s skipper could provide inhouse servicing and maintenance

of equipment which is currently contracted out because of lack of specialised technical staff.

= \$6,500 per annum

Sea Trek Programmes at Point Peron

(*Yambulla* to serve as support/mother vessel)

Cost of Sea Trek: \$10.00/student/day

4 day expeditions

16 students per expedition

15 Sea Treks per year

= \$9,600 per annum

= \$30,100 per annum Grand Total (Ministry of Education)

Cost saving to W.A. Museum

The *Yambulla* is one of 50 vessels owned by the W.A. Museum and for which the State Government is yet to allocate a budget. A conservative estimate for annual maintenance and preventative care of the *Yambulla* is \$10,000 (exclusive of operation). With the operation, maintenance and upgrading of the *Yambulla* under the management of a skipper, this amount would be considerably reduced:-

- a) as much of this work would be performed by the skipper who now has an intimate knowledge of the *Yambulla* after 3 months' intensive restoration of the vessel; and
- b) by upgrading of the vessel's condition with a regular maintenance programme.

While the *Yambulla* is penned at the Expedition Boat Shed, the Museum makes a \$1,000 per annum saving on mooring fees. This amount would otherwise be required by Marine and Harbours for the *Yambulla* when it is in the Small Boats' Harbour.

Without a skipper to operate the *Yambulla*, the vessel will be underused and inhibited from generating income and cost savings to the Ministry and to the Museum and its service to schools and students greatly impeded. Paul Boddington's redeployment within the Public Service will not result in cost saving for the Government, however his continued service at the Expedition Boat Shed as the *Yambulla* skipper will generate funds and cost savings for both institutions. Apart from the financial aspects, education is being provided with a valuable teaching resource and our State's heritage is being preserved and utilized responsibly.

J Shed

Sally May, W.A. Maritime Museum and Mike Lefroy, Endeavour Replica.

Progress on J Shed is dependant upon the Fremantle City Council's compilation of an itemized costing for the restoration of J Shed, based upon their earlier quote of \$99,350 and the subsequent quote submitted by the Maritime Heritage Association for \$80,000. Outstanding from both quotes is a costing for equipment required by the Fire Brigade and the provision and installation of a lavatory. The Maritime Heritage Association will be submitting these outstanding costs in the near future.

Prospective tenants have submitted estimates for establishing their businesses in J Shed, specifying the amount of floor space they will require. This will enable floor planning to be consolidated and provide further evidence that the Maritime Heritage Association is dedicated to its objective to have J Shed become the Maritime Heritage Centre.

Maritime Heritage Centre Management Guidelines

The following is a draft for consideration, discussion and review. Its purpose is to establish mutually acceptable management guidelines of the Maritime Heritage Centre. Mission for the Maritime Heritage Centre (J Shed) complex:

* To establish for and on behalf of the Maritime Heritage Association a centre for the focus and pursuit of the Maritime Heritage Association's aims, objectives and the pursuit of its projects.

* To represent and preserve traditional maritime skills, crafts and arts associated with Western Australia's maritime history and culture by public exhibition, education and training.

* To present J Shed as a living and working traditional maritime industry environment relying predominantly upon natural materials as the basis for production of artefacts.

* To present J Shed as an economically viable, educational attraction which promotes a variety of traditional maritime crafts, skills and workmanship as private, independent businesses which collectively will promote a traditional maritime industry environment.

* Traditional maritime industries include:

Shipwright	Marine engineer
Rigger/rope worker	Sailmaker
Blockmaker	Maritime artist
Model ship and boat builder	Blacksmith
Ship's chandler	Naval architect
Pewterer	Ship's carver
Ship's carpenter	Sparmaker
Scrimshander	Shipsmith

Management Guidelines for the Maritime Heritage Centre

* That the Maritime Heritage Association establish management guidelines for J Shed on behalf of the Maritime Heritage Trust.

* For the Maritime Heritage Trust to lease J Shed from the Fremantle City Council for a 10 year period at \$8,500 per annum rental, with 5 yearly reviews of rental. Rental increases to be no greater than CPI.

* To set a standard rate for subletting space and use of facilities which will encourage traditional maritime businesses to establish their premises in J Shed and will also cover the management and operation costs of J Shed and subsidize the area retained by the Maritime Heritage Association for its activities.

* To sub-lease floor space of J Shed to traditional maritime artisans who will honour the Maritime Heritage Association's constitution and mission and the Association's mission for J Shed and who will pay rental as appropriate for the area leased based upon operation and management costs for J Shed as a whole.

* To operate J Shed on a non-profit, commercial basis where subleasee's rental will cover the management costs incurred by taking on the lease of J shed from the Fremantle City Council and subsidize that area of J Shed retained for the Maritime Heritage Association's activities.

* That recommendations from the Maritime Heritage Centre Body Corporate be referred to the Maritime Heritage Association Executive for consideration and recommendation for action, and the Executive's recommenda-

tions be referred to the Maritime Heritage Trust for action and implementation.

* That tenants cannot be members of the Maritime Heritage Trust.

Management Structure for the Maritime Heritage Trust

* For the Maritime Heritage Association to prepare and draft articles for the formation of a Maritime Heritage Trust in collaboration with a solicitor.

* To establish a charitable Maritime Heritage Trust Pty Ltd (similar to that of the Leeuwin Sail Training Foundation Limited) to take on the lease of J Shed from the Fremantle City Council.

* For the Maritime Heritage Trust to sublease floor space of J Shed in accordance with the Maritime Heritage Association's guidelines and recommendations.

* For the Maritime Heritage Trust to manage J Shed in accordance with the Maritime Heritage Association's constitution and mission.

* For the Maritime Heritage Trust to manage J Shed in accordance with the mission and management guidelines established by the Maritime Heritage Association.

* That the Maritime Heritage Trust accept recommendations for the selection of tenants for J Shed and recommendations for conditions of subleases.

* That the Maritime Heritage Trust be made up of people interested and active in the pursuits of Maritime Heritage Association's mission and aims and are members of the Association.

* That the Maritime Heritage Trust include members of the Maritime Heritage Association's executive, who are not tenants of J Shed.

Responsibilities of Parties Involved in the leasing of J Shed.

A. Fremantle City Council

* public liability relating to the external building (and may include the general public passing through)

* property insurance including general public passing through J Shed

* exterior building maintenance, repair and painting

* rates

* preparation and drafting of lease

B. Maritime Heritage Trust

* Stamp duty on lease (\$300 on \$8,500 per annum)

* public liability insurance of the internal building (1 million @ \$85.35 per annum)

* insurance for Association's property (fire and burglary)

* electricity

* water used

* water rates

* land tax

* internal maintenance, repairs etc

* preparation and drafting of leases for sub-leasees including

- area being leased and cost per square metre, period of lease, conditions of lease

* contracting to sublease floor space to sub-leasees.

C. Maritime Heritage Association

* management and care of area designated as being their area of J Shed

* to hire out communal facilities such as lecture and

demonstration areas, available to individuals and groups approved by the Association.

* to sell the artefacts made by tenants in -the Maritime Heritage Centre shop with a one third commission going to the Maritime Heritage Association.

D. Maritime Heritage Centre Tenants

* to form and be a member of a Maritime Heritage Centre body corporate

* personal accident insurance and workers' compensation where applicable

* property/stock insurance

* public liability for rented area

* keeping rented areas presentable, safe and hygienic

* communal telephone

* paid advertising of the Maritime Heritage Centre as a whole

Maritime Heritage Trust

Progress has been made in establishing a Maritime Heritage Trust to manage the Maritime Heritage Centre. The President and Secretary met with Graham Macnish and Mr Nichols of Cocks and Macnish, Barristers and Solicitors on August 27, 1990. The following are extracts from a letter received from Cocks and Macnish who are working on behalf of the Maritime Heritage Association and in a honorary capacity.

The primary area of concern which arose out of that meeting was the question of the establishment of a "Trust".

It is understood that this would be formed by the Maritime Heritage Association (Inc) but would be a separate entity. The "Trust" would:

1. Be the lessee of a head lease of "J" Shed granted by the Fremantle City Council.
2. Grant sub leases to approved sub lessees.

We confirm that the major areas of concern to the "Trust" would be:

1. The terms of the head lease.
2. Insurance responsibilities
3. Overheads
4. The tax deductibility of contributions to the company which are used by it to acquire property.

When you have received a draft of the Head Lease we will be pleased to advise you concerning its provisions.

As to the question of insurance responsibilities we confirm our advice to you that you will need to seek the advice of insurance brokers.

As to the question of overheads we confirm our recommendation that you obtain an accountants advice concerning the likely costs.

At this stage, as there are various matters being considered by you and as you are still negotiating with the Council we will confine our advice to the setting up of the "Trust".

You forwarded to us a Certificat of Incorporation on Change of Name and the Memorandum and Articles of Association of the Leeuwin Sail Training Foundation Limited. This reveals that the "Foundation" is in fact a public company limited by guarantee...

... The reference to "Ltd." means Limited. That is, the liability of the members is limited to those monies unpaid on

any shares held by that member. The features which distinguishes a company limited by guarantee from a company limited by shares is that in the former a member is not required to pay in any capital while the company is a going concern. If a company limited by guarantee is wound up and its assets are not adequate to meet its liabilities, each member will be liable to pay the amount of his guarantee as specified in the Memorandum of Association. Therefore a member of a company limited by guarantee enjoys the limit of liability to the amount fixed, however, because the members are not required to pay any capital before the commencement of a winding up, the amount guaranteed is not an asset of the company which it can charge. A company limited by guarantee is not adopted as a vehicle by those proposing to trade as they usually need to raise initial capital and working capital from their members in addition to whatever funds they can borrow. Companies limited by guarantee cannot increase or reduce the amount of the guarantee either by amendment or agreement with the members and this inflexibility makes them unsuitable for any venture where capital needs are likely to change. This does not apply to a non trading association which wishes to have the advantage of incorporation and limited liability where initial capital for the acquisition of premises can be raised by loans from the members and current expenses can be met by subscriptions or fees.

...A company limited by guarantee must have five incorporators. If a company is to be incorporated then various papers including the Memorandum and Articles must be lodged with the Commission.

The formal requirements concerning the memorandum of a company are set out in section 37 of the Code. In addition to other requirements the memorandum must set out the name of the company and if the company is a company limited by guarantee, that the liability of the members is limited and that each member undertakes to contribute to the property of the company in the event of its being wound up while he is a member or within one year after he ceases to be a member for payment of the debts and liabilities of the company contracted before he ceases to be a member and of the costs, charges and expenses of winding up such amount as may be required not exceeding a specified amount. This amount may be nominal.

You already have an example of a Memorandum of Association and Articles of Association which relate to a company limited by guarantee and you will no doubt now be acquainted with the types of provisions contained therein. Should you decide that you wish to proceed with the matter using the vehicle of a company limited by guarantee then we would need to acquire such a company for you.

Finally, on the question of tax deductability in relation to either donations made to such an association or income earned by it you will need to seek specialised taxation accountants advice. You should raise this issue with your present accountants. ... We trust that the above will go some way towards clarifying some of the matters which we believe will have concerned you. We await your further instructions.

Trixen, Broome Pearling Lugger

Sally May, Assistant Curator, W.A. Maritime Museum

Details of the *Trixen's* construction, fittings and rigging is being undertaken by the Museum's Assistant Curator, Sally May. The research is primarily concentrating on the period 1946 to 1951 when the *Trixen* was owned by Arthur Streeter Male. Between 1946 and 1949, the *Trixen* was re-built before continuing in the pearling industry. This research will provide the basis for detailed plans of the restoration programme which will see the *Trixen* return to the water as a Broome pearling lugger.

Plans and specifications for the *Trixen* are to be compiled by Mr. Bryan Hartley, a retired Civil Engineer who has considerable experience in designing and building sailing craft in Britain and Australia. He is a keen sailor and devotee of wood sailing boats. Since being semi-retired, Bryan has been doing voluntary work for the Western Australian Maritime Museum, compiling construction and lines plans of two archaeologically recorded shipwrecks, the former slave trader *James Matthews* (wrecked 1841) and the American China trader, *Rapid* (wrecked in 1811).

Bryan recently returned to Western Australia after working for a traditional shipwright in England, building wooden craft. Bryan has now retired and having a commitment to the work of the Maritime Museum is willing to offer his extensive skills in drafting and designing wherever it is needed.

To get the *Trixen* programme up and running, "seed" money is required for research and drafting materials. Towards this end, a pamphlet has been compiled and is being typeset by Jeremy Green for publication. Dr Malcolm Hay will use the pamphlet to promote the need to raise several thousand dollars in sponsorship for the first stage of the *Trixen* project.

Notes and News

Obituary, Warren Mews

Brian Phillips, Shipwright, Endeavour Replica

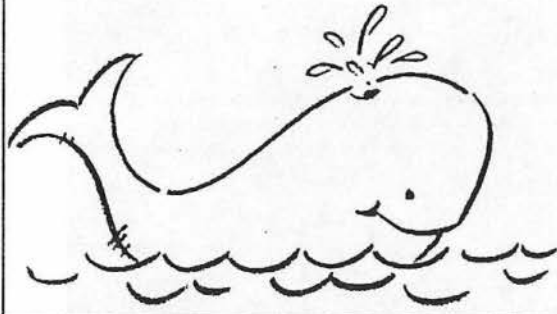
Approximately 15 years ago I was introduced to a boatbuilder whom I had only known previously by his good reputation.

My first impression was that here was a man who was really interested in boats, and a gentleman. Over the years, not only did this impression prove to be correct, but also his skill as a boatbuilder and as a sailor proved to be all that it was said to be.

Early this month I saw the latest vessel built by this tradesman, and what I saw was a superb example of wooden boatbuilding skills. Such skills are sadly being lost these days.

The person whom I refer to was the late Warren Mews and our last meeting, just before his death, was a pleasant talk about the wood boat trade. Warren expressed a strong interest in participating in the proposed establishment of the wooden boat training shop in J Shed, as in doing so he would have been able to pass on his wide range of skills to many others.

Not only will the Maritime Heritage Association and myself miss Warren as a boatbuilder, but as a friend.



Whale Watcher's Weekend

A special weekend voyage is scheduled leaving Fremantle at 6 pm Friday 19 October and returning 6 pm Sunday 21 October.

Mr. John Bannister, director of the W.A. Museum, an expert on whales, especially the humpbacked and right whale. He will give informal talks and answer questions during the voyage.

All participants will be actively involved in crewing the three-masted barquentine S.T.S *Leeuwin*.

Price: \$250 including all meals and accommodation.

Leeuwin Sail Training Foundation Ltd.

P.O. Box 1100 Fremantle
W.A. 6160
Tel: 430 4105
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Classic and Wood Boat Festival 1990

Mike Lefroy, Education Officer, Endeavour Replica Project

Over the weekend of October 27 and 28 more than 100 of Western Australia's finest vessels will gather in Fremantle's Challenger Harbour for this year's Classic and Wooden Boat Festival. The festival, run for the first time in 1989 by the *Endeavour Replica Project* in association with Marine and Harbours and the *Leeuwin Sail Training Association*, aims to bring together many aspects of our diverse maritime heritage in a weekend of fun, fellowship and celebration. Money raised from the two day festival will help support the *Leeuwin Sail Training Association*.

Quite apart from the flotilla of traditional craft moored in the harbour, there will be many other exhibits both on the hard standing and in a large marquee to be erected for the festival. On display will be a wide variety of craft including many types of model boats. Also featured will be demonstrations of traditional maritime skills such as rope splicing, wood carving and spar making.

The build-a-boat-in-a-day contest to be held on Sunday 28 will this year be run in two divisions - on open and one

for school groups. Already 5 school teams have nominated including one from the Harvey Agricultural High School. The teams of 2 (3 in the case of the school division) will be supplied with basic materials and using minimal tools will be required to build a craft inside the time limit of two hours. After the sikaflex (marine grade silicon) has hardened the second part of the contest will be to race the craft over a 500 metre course. The schools division will be required to paddle their craft while the open division boats will have to be designed to be rowed.

The Maritime Heritage Association will have a high profile during the weekend. There will be a M.H.A. stand in the marquee, and during the evening of October 27 a social gathering organized by the M.H.A. will be held in Sails of the Century Museum (B Shed, Victoria Quay), open to all members of the M.H.A. and S.T.A.W.A. together with exhibitors and helpers at the festival. Energy will be \$2 and beer, wine and snacks will be on sale. Proceeds for the evening event will go towards the M.H.A. and members and friends are warmly invited to come down and join in the festivities.

Painting the American Whaleship *Emerald* in Doubtful Island Bay

Ross Shardlow, Marine Artist and Barbara Shardlow, Librarian and Historian

I have embarked on a long term painting project based on my interest in the influence of American shipping on the maritime history of Western Australia. American whaleships in particular were regular visitors to the west and south coasts from the late 1700s to 1880.

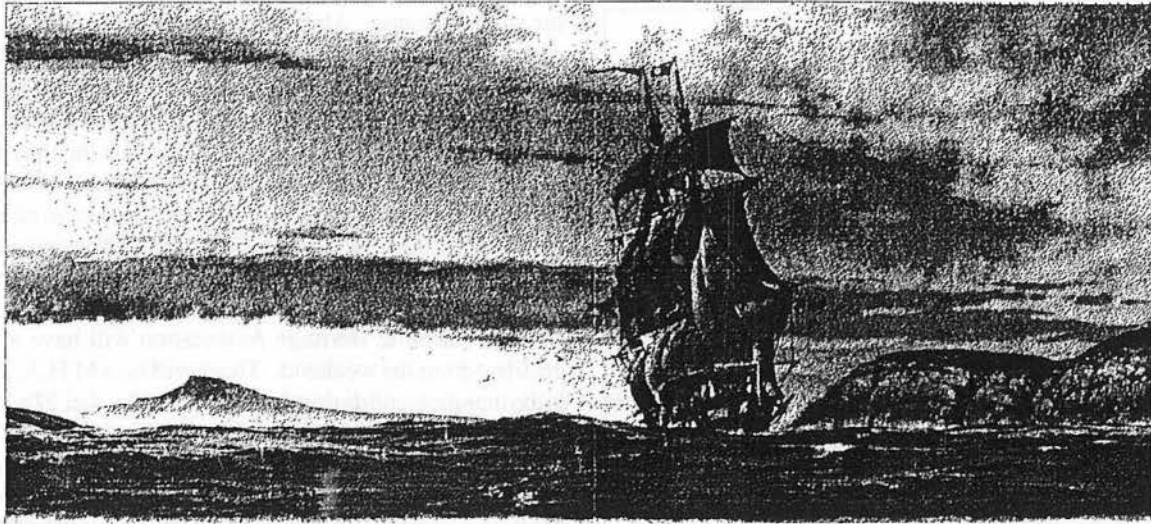
In February 1990 I was ready to start the third in a series of paintings of American ships in Western Australian waters - the whaling barque *Emerald*. I chose the *Emerald* after reading the log of her voyage to the whale fisheries of the Indian Ocean from 1838 to 1840.

The barque rigged *Emerald* was built in Boston in 1827 as a 271 ton merchant vessel for William Appleton. In 1829 she was outfitted as a whaler. In 1838 she was purchased by the Hon. Stephen Phillips and sailed from Old Salem for the Indian Ocean whaling grounds.

The log of the voyage kept by William Henry Nichols, the cooper and ship's clerk, described in detail the activities of three months' whaling in Doubtful Island Bay on the south coast of Western Australia. It was an exciting story with plenty of material for several good paintings.

My wife Barbara and I headed for the *Emerald's* whaling grounds as described in the log. When we identified them we would sketch all the features of the area and the sea, photograph it and establish the mood of the painting. The *Emerald* passed King George's Sound on June 13, 1839 and hove to for the night off Two People's Bay. Next day, hoping to find a good bay for whaling further eastward, the *Emerald* sailed in to Cape Knobb Bay, where they

"...found pieces of a Whale boat lance poles and oil casks, killed three hogs onboard ship, caught some small fish and two small sharks, Ends find weather. Lying in a bad Bay to shelter a South Wester." (Log: Sunday, June 16, 1839).



They also replenished their wood supplies during the week the ship stayed in the bay. Barbara and I thought this bay might be the present day Dillon Bay, but exploration up and down sandtracks to vantage points revealed features and landmarks that didn't tally with the log's descriptions.

We continued eastwards, checked out Blossoms Beach - too thoroughly, our trip almost ended there with us bogged in the soft beach sand - and on round to Doubtful Island Bay, checking beaches along the way against the entries in the log. By evening we were camped at Whalebone Point on a grassy clearing at the edge of the beach overlooking Doubtful Island Bay. The sunset was magnificent, with distant Mt. Bland and West Mt. Barren silhouetted against it.

Next day we explored the whole bay and environs thoroughly, looking for evidence of "the fishery" referred to in the log, the "first island" where the lookout flag was placed, and any remains of old bay whaling activities. We found the most likely spot for the shore base as described in the log. It was a sheltered beach where fishermen's huts now nestled in a dense thicket of native peppermint trees; nearby a creek flowed into a deep soak at the base of the sand dunes, and most exciting of all, we found bleached whalebones buried deep in the sand at the first line of vegetation close to the creek. After some sketching we cajoled the van along the rough tracks to the headland for a view of Doubtful Island itself. Looking down over the bay and the island I saw the painting I would do

"...at dusk passed through the big passage between the islands and then stood off on a course South East by South with a North N. East breeze and so Ends." (Log: Wednesday, October 2, 1839).

After three months the *Emerald* was leaving Doubtful Island Bay on a long voyage home via Van Diemen's Land, all full.

As soon as I was back at my drawing board I began sketches for the details of the painting - a 28" x 13" watercolour that took eighteen days to paint. It is currently on exhibition at the Mystic Seaport Museum Art Gallery in Connecticut, U.S.A.

Collecting Policies for Maritime Museums

Graeme Henderson, Senior Curator, W.A. Maritime Museum

I recently had the pleasure of attending the 1990 Congress in Stockholm of the International Congress of Maritime Museums (ICMM). The 210 delegates were treated with a most stimulating international array of papers dealing with current issues in maritime museums. My main reason for attending however was to forward the brief of the ICMM's Maritime Archaeology Sub-Committee.

It has recently been estimated that the total value of stolen or smuggled objects of art involved in international trafficking runs to over one million dollars annually, making the industry second only to narcotics, and indeed it is sometimes run by the same entrepreneurs. No figures are available to indicate the proportion of this trade consisting of material from underwater archaeological sites, but given the new realms opened up to treasure hunters by rapidly advancing technology it is clear that underwater material makes up a significant proportion of this traffic. Maritime museums, as major repositories for underwater archaeological material, are in a position to either encourage or discourage this trade very significantly according to the terms of their collecting policies. If this market is denied to the treasure hunters, then their investment returns will shrink and their reputations will decline, making it more difficult for them to destroy underwater archaeological sites.

Differing museum policies towards the acquisition of objects from underwater archaeological sites have caused conflicts and confusion among museum curators around the world. Concern expressed at the 1987 meeting of the ICMM led to the formation of the Maritime Archaeological Sub-Committee. The Sub-Committee, Chaired by myself, has as members Professor Reinder Reinders of Groningen University in The Netherlands, Dr. Paul Johnston who is the Curator of Maritime History at the Smithsonian Institution in the United States, and John Carter who is President of the Philadelphia Maritime Museum in the United States. The task set for the Sub-Committee by the ICMM Executive was to 'complete a survey on existing policies as regards museum acquisitions of objects from underwater archaeological sites and set recommendations for ICMM's policy with regards to

the acquisition of these objects'.

A questionnaire dealing with collecting policies elicited an 80% response rate from the ICMM's 284 members. The replies showed that 87 of the respondents have collections from underwater cultural resources sites, but few collections are entirely made up of such material. It is clear that most involved respondent museums obtain their underwater collections by donation, from persons not employed by their museum. Very few ICMM museums have obtained such collections by purchase from other museums or dealers.

Most respondent museums collect such material with the motive of display uppermost. Most do not publish research papers about their underwater collections, and few of the underwater collections are used by tertiary students for study. Most do not have underwater material from sites in other countries.

Respondent museums with collections from sites in other countries generally obtain these collections by excavations by their own staff or by donation. A large number of those with material from sites in other countries are unaware of whether there is legislation in those other countries dealing with underwater material. Most respondents have relevant legislation in their countries, but a significant proportion believe that legislation to be ineffectual. Legislation does influence them in their collecting.

Most respondent museums either have no ethics policy on collecting, or at least no written policy. Those that do have policies refer to them. Of those with collections, 16 have no policy on acquisition, 38 merely have an unwritten policy, 1 doesn't refer to its policy, and 28 have a written policy to which they refer. This situation is cause for concern. Less than half of those with collections have a written policy to which they refer. Very few have a separate acquisitions policy for underwater material. Many of the larger collections were acquired without separate policy.

Most respondent museums are aware of the International Council of Museums (ICOM) Code of Ethics as it applies to acquisitions policy, and those familiar with the Code follow its provisions, finding them a useful guide. Most are not familiar with the provisions of the International Council of Monuments and Sites (ICOMOS) Charter for the Conservation of Places of Cultural Significance, but those familiar follow its provisions. A small majority are familiar with the UNESCO Convention on the Means of Prohibiting and Preventing the Illicit Import, Export and Transfer of Cultural Property, and of those familiar, most follow its spirit in collecting practice and a good number have governments who recognise the Convention in legislative form.

Most of the respondents are government funded, non profit organisations. A large number are privately funded, non profit organisations. Respondents with underwater collections are mainly government funded.

Very few respondent museums have a fully employed staff exceeding 100. Five had no fully employed staff. The museums with the largest underwater collections were generally 'medium' sized museums, having between 11 and 100 staff. Few have an archaeologist on staff with expertise in the area of underwater cultural resources.

After consideration of the questionnaire responses the Sub-Committee made the following recommendations to

the Executive Committee:

1. That ICMM member museums should in regard to collecting policy follow the provisions of the ICOM Code of Professional Ethics, the ICOMOS Charter, and the UNESCO Convention.

2. That ICMM member museums should follow section 3.1 of the ICOM Code and that in particular, 'Each museum authority should adopt and publish a written statement of its collecting policy'. Museums with collections derived from underwater archaeological sites should each adopt and publish either a written statement of their general collecting policy or a written collecting policy relating specifically to collections derived from underwater archaeological sites.

3. That ICMM member museums should follow section 3.2 of the ICOM Code as it relates to the acquisition of illicit material, and that in particular '...museum(s) should not acquire by purchase objects...where...their recovery involved the recent unscientific or international destruction or damage of ...archaeological sites...'.

4. That ICMM member museums follow Council of American Maritime Museums' policy and '...not knowingly acquire or exhibit artefacts which have been stolen, illegally exported from their country of origin, illegally salvaged, or removed from commercially exploited archaeological or historic sites in recent times.

5. That ICMM members should report to the responsible authorities any calculated illegal activities at underwater archaeological sites or auction or sale of artefacts from illegally excavated underwater sites in their countries.

6. That ICMM members should recognise that artefacts from underwater sites are integral parts of an archaeological finds complex which should stay together for research and display.

7. That ICMM should follow an active policy supporting the abovementioned international codes on cultural heritage and report illegal activities at underwater sites to the responsible authorities.

8. That ICMM should explore ways whereby more member museums can involve students from tertiary institutions in the use of their underwater archaeological collections for study purposes.

The Executive Committee strongly recommended these items to its members. The Sub-Committee, mindful that the ICMM generally represents only the larger and well established maritime museums, is now looking to a similar survey of non-ICMM maritime museums.

Evening Star II

Paul Boddington, Expedition Boat Shed

The Ministry of Education's brigantine *Evening Star II* is currently up for tender.

Launched in 1984 in North Borneo, it arrived in Fremantle from its Brunei home in 1986. Operational in 1987 after extensive renovation, it gave excellent experience to hundreds of Western Australian school children as a floating classroom. Plying the west coast from Albany to Broome its innovative programme combined the proven benefits of sea/sail training with the Ministry's progressive outdoor education curriculum.

During *Evening Star II*'s service her limited budget was

constantly eroded by repairs to rotten hull planking, precluding proper implementation of the long term upgrading programme.

In October 1989 its masts were removed to relieve stress on the hull and to enable training to continue. Following tight budgetary restraints in 1990, funds were not available to restore the vessel to survey requirements and the project was reluctantly abandoned.

Proposal for a Floating Classroom

Marko Sambrailo and Professor Leslie Marchant are working together to compile a report on a proposal to replace the *Evening Star II* with a Western Australian built wood ship. This report will be submitted to the Ministry of Education and Marko Sambrailo will also send the Maritime Heritage Association a copy so that the Association may be involved in the discussions and planning.

Closing *Endeavour's* Bow

Mike Lefroy, Education Officer, Endeavour Replica Project

On Friday August 31 the last piece of timber was lowered into place to close the bow of the *Endeavour* Replica. This operation marked the completion of the framing and beginning of the next stage of construction of this exact seagoing replica of HM Bark *Endeavour*.

The replica being constructed in Fremantle was begun by the Bond Corporation in 1988 and is now a joint venture between Bond and the Yashiya Company of Japan. It is on target for a launch date late in 1991.

The laminated jarrah frames, now in place, define the tubby, bluff bowed shape of the ship. The team of shipwrights is now concentrating on covering this skeleton of frames, both inside and out, with planking.

The first planks to be positioned were the massive karri longitudinal timbers, fastened to the inside of the hull to provide fore and aft strength. Before being attached to the frames these timbers spent around six hours in a steam bow to make them pliable enough to bend around the curves of the hull without splitting.

From the vantage point high in the western end of the ship shed, visitors can look down and watch the shaping, steaming and bending operations taking place on the lower deck of the ship. When planks are removed from the steam box, the tempo of work reaches a climax as the shipwrights have only a limited time to position each piece of timber and then winch, hammer and clamp it in place before it cools down and loses its flexibility.

The planking is temporarily fastened with modern screws but eventually it is permanently secured to the frames by the age-old method of trunnelling. In this operation metre long wooden pegs or treenails (pronounced 'trunnels'), made from West Australian tuart, are driven through holes drilled in the planks and the frames. These pegs are then secured into place by small wooden wedges hammered into slits at each end. The wedges expand the head of the trunnels and lock them into position - much like a metal wedge secures a handle onto an axe head.

This project has given a new lease of life to many of the old maritime skills such as trunnelling, wooden block making,

carving and traditional splicing. It is hoped that a venue such as J Shed can soon be established in Fremantle so that these skills can continue to prosper long after the *Endeavour* is launched.

Monthly Meetings

Monthly Public Meetings - Reviews

September - Martin Gibbs shared his extensive research into whaling in W.A. with a small but very appreciative audience. His work highlights the influence of the American whalers on the colonial whaling experience and fitted very neatly with earlier lectures from Jack McIlroy and Geoff Reilly. Martin recently began work with the National Trust of Western Australia and the Maritime Heritage Association wishes him all the best in his career.

Monthly Public Meetings - Previews

October - Patrick Baker, WA Maritime Museum's specialist photographer will present a talk titled "A history under the sea - a photographer's view".

November - Jeremy Green will talk about the Lelystad Batavia replica project and members may be interested to see the Batavia documentary shown in June. Jeremy Green is a Senior Curator and Head of Department of the WA Museum's Maritime Archaeology Department.

December - Graeme Henderson will talk about the pearling industry, specifically in WA. Graeme is Senior Curator and manages the Colonial Wrecks Programme at the W.A. Maritime Museum.

Maritime Heritage Association Office Bearers Executive

President, Sally May, W.A. Maritime Museum
Vice President, Ross Shardlow, Marine Artist
Vice President, Barbara Shardlow, Librarian/Historian
Vice President, Bernie Unwin, TAFE External Studies
Vice President, Peter Petroff, *Endeavour* Replica
Secretary, Mike Lefroy, *Endeavour* Replica
Treasurer, Jim Rutherford, Rigger
Committee, Brian Phillips, *Endeavour* Replica
Committee, Roderick Anderson, Model shipbuilder
Committee, Paul Willison, Expedition Boat Shed
Committee, Bob Johnson, *Leeuwin* Sail Training Foundation

Ex-officio Positions

Membership Secretary, Tana Bailey, *Leeuwin* Sail Training Foundation

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