



Maritime Heritage Association Inc.

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A quarterly publication of the
Maritime Heritage Association Inc.

Editors: Sally May and Mike Lefroy.
Typesetting: Jeremy Green,
W.A. Maritime Museum.

MARITIME HERITAGE MAJOR PROJECTS.

SECOND AMATEUR WOOD BOAT BUILDING SCHOOL

by Mike Reveley and Brian Phillips

The second amateur wood boat building school conducted by the Maritime Heritage Association commenced on Saturday July 20, 1991 in the Historic Boats Museum (Sails of the Century) in B Shed, Victoria Quay, Fremantle.

The schools are conducted on Saturdays (8.30am to 4.30pm) and payment is for eight Saturdays.

Tuition is given by two qualified shipwrights, Brian Phillips and Mike Reveley who specialise in wood boat building. Tuition concentrates on the use of hand tools and traditional methods of wood boat construction.

The schools are geared to the requirements and needs of the individual and cater for those with or without wood working skills. Students can build their own boats, learn how to make scaled half models or gain experience by helping to build someone else's boat.

Visitors are welcome to watch the school in progress from 1pm to 5pm when the Historic Boats Museum (Sails of the Century) is open to the general public. Parking and entry to the Museum is free.

The Amateur Wood Boat Building School is the foundation for providing the labour to build two replica whaleboats in the future for competition rowing and sailing. The association hopes to revive the colonial tradition of whaleboat racing by building two replica whaleboats and racing them off the coast at Fremantle.

WA already has one replica of a Beetle-designed whaleboat housed in the Historic Boats Museum (Sails of the Century Museum). As an American gift this boat won't be subjected to the rigours of racing so two more whaleboats are required to get the sport underway.

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

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

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

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

Some of the skills needed to build such boats are being taught during the eight-week amateur wooden boat-building school.

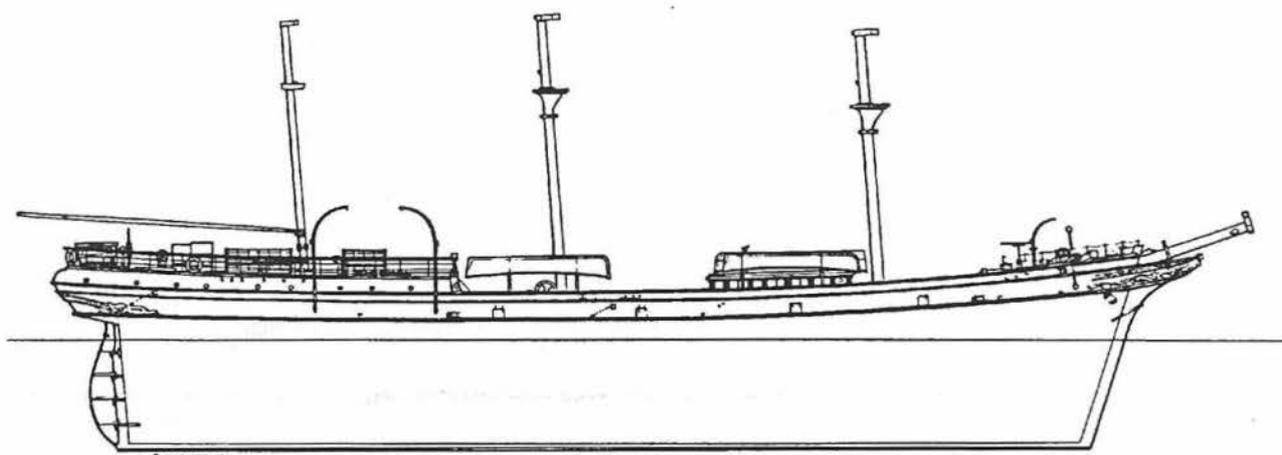
**For further information and bookings contact:
Tana Bailey on 430 4105.**

Tuition fees and costs:

Students and pensioners: \$160 per eight-week course.
Owner-builders: \$170 per eight-week course, cost of materials and a 10% levy on the commercial value of the completed boat.
Shipwright apprentices: \$50 per eight-week course.
All fees are payable in advance.

Contacts - Whaleboat Sub-Committee:

Brian Phillips - Construction ph: 339 4694 (Home)
Ross Shardlow - Publicity and Sponsorship ph: 361 0170 (Home and Work)
Bernie Unwin - Crew Training ph: 339 3449 (Home)



HELENA MENA

General arrangement profile of the *Helena Mena*.

MARITIME HERITAGE WORKSHOP IN B SHED

The Fremantle Port Authority has given permission for the wall around the MHA workshop to be erected and they are now waiting on the MHA to purchase the necessary materials for this to be installed.

OUR MARITIME HERITAGE

Painting the Western Australian Clipper Barque *Helena Mena*

by Barbara and Ross Shardlow

My ambition to paint ships significant to Western Australia's history began as a school boy. Our history fascinated me, and long school holidays and weekends spent boating, fishing and exploring the waters around Rockingham made me an avid reader and sketcher of our maritime history.

I often talk history with people whose families emigrated to the colony in the latter half of the 1800's. They are especially enthusiastic about the ships so significant to their family history and heritage, and always want a picture of it - photograph, print, sketch or painting. Their enthusiasm is infectious, and before I know it, Barbara and I are busy researching and drawing.

The *Helena Mena*, *Charlotte Padbury*, *Chalgrove*, *Arabella*, and many other regular wool ships' visits were looked forward to eagerly by the colonists who had a deep affection for the hardy little vessels. *Helena Mena* is special to many Western Australians. In the 21 years that she brought cargo, passengers and immigrants from Britain to Western Australia, and returned laden with wool, ore and timber, she touched the lives of every colonist. Her popularity has survived to today.

The ship

The *Helena Mena* was built in 1876 at the Sunderland shipyards of Robert Thompson Jr. for Mr J. Wilson of the

shipping firm Wilson and Oliver of London, and Messrs Shenton and Monger of Perth, Western Australia. Though only owning 16/64ths of the vessel, John Monger and George Shenton (later Sir George Shenton), were the principal W.A. shareholders. The name she was given was a combination of the names of Monger and Shenton's eldest daughters - Helen Aurora Monger and Annie Willhelmina Shenton.

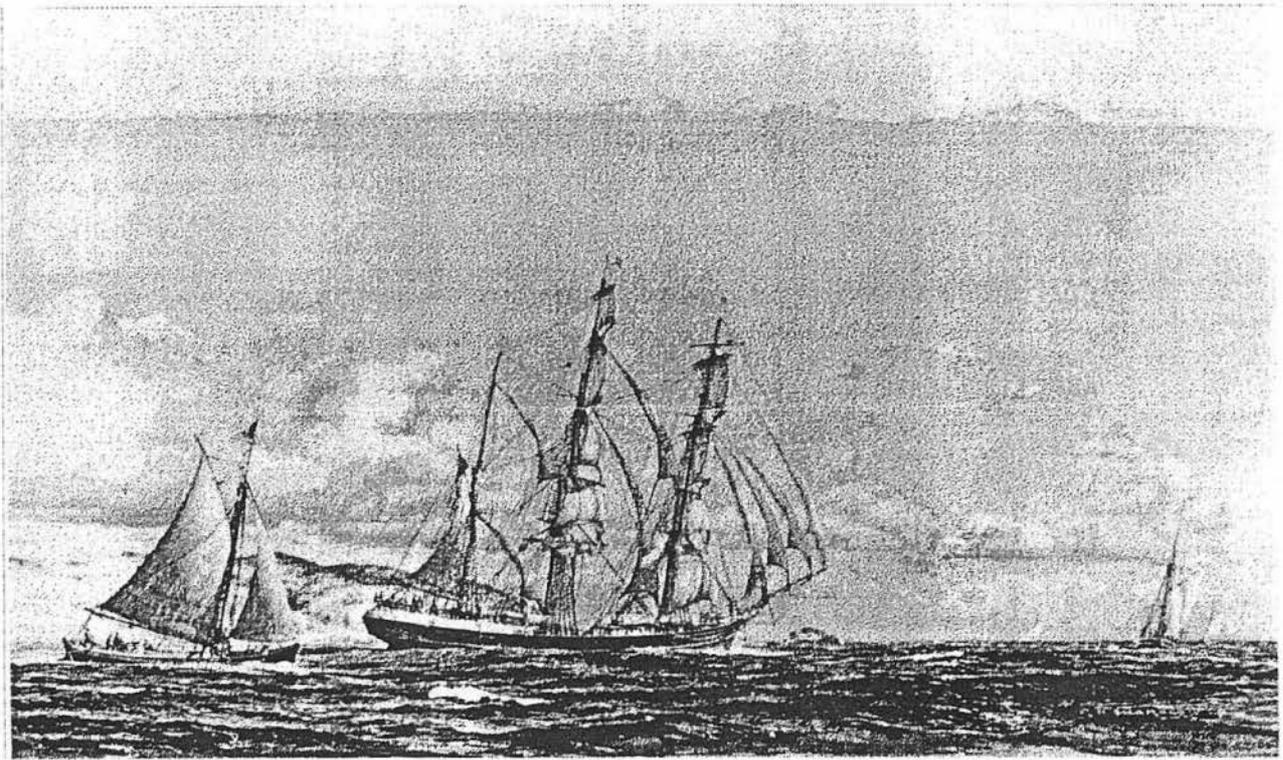
Helena Mena was specially built for the trade route between London and Fremantle. From her first voyage to Western Australia in the year she was built (1876) to her last voyage in 1897 she carried cargoes and passengers to and from Fremantle every year without miss.

She and the *India* were the last composite square-riggers built in Britain. She was constructed with iron frames and planked with wood. Although more expensive than all iron, this construction gave less trouble with antifouling, sailed faster, and gave a long working life. *Lloyd's Register* classed her A1 for 16 years.

Helena Mena was a three masted clipper barque of 673 registered tons; 165 feet long (of which 50 feet were appropriated to the poop and 16 feet to the forecastle); beam 30 feet 3 inches; depth of hold 18 feet 8 inches; and one deck. Her lines were long and well-rounded, like that of a crack clipper.

She was a relatively comfortable, up-to-date ship. No expense was spared in the fitting out of the passengers' saloon. Modelled after the fashion of the P. & O. steamers, it had soft carpets, couches, silken hangings and polished teak relieved by white panels and decorative gilt mouldings. The poop contained 12 spacious and well ventilated cabins, exclusive of those occupied by the ship's officers. In a central and accessible position there was a ladies' sitting room.

Aft there was a bathroom, which was uncommon for the times. This was a small closet with a tub which was filled with water carried in buckets. From the diary kept by the captain's wife (Frances Marsh), it appears that on the first voyage the door had no lock, resulting in a small incident which they kept secret.



Helena Mena in Challenger Passage departing Rockingham.

Helena Mena's hull was painted black with a yellow-gold sheer line. The raised poop was white, the deck house white and wood and the mouldings gilded. Her buxom figurehead was referred to as "the blue lady", and the crew sang a sea shanty about her. She wore a white, high neck blouse with long puffed sleeves beneath a blue, apron style dress, and black shoes.

Working days, 1876-1897

In the 21 years *Helena Mena* served the colony, she left London laden with cargo for the merchants and importers, offloading at Fremantle and Champion Bay. Inwards cargo manifests and the merchants' advertisements in the newspapers list goods to satisfy every need of the colonists - foods, household items, furniture, clothing, farm requisites, medicines, capital equipment, stationery for the public servants, and above all, parcels, boxes and letters from friends and family back in the mother country.

She also brought paying passengers and government assisted migrants from the overcrowded cities and depressed rural areas of Britain and Ireland. More than 700 passengers sailed on the *Helena Mena*. The passages from England, around the Cape of Good Hope and across the vast Indian Ocean to Fremantle took from 74 to 114 days. Known for her speed, bets were often laid on the duration of her passages especially when the *Charlotte Padbury* was sailing at the same time and a "race" ensued.

Over the years there were a few deaths on board and some births. During her seventh voyage to Fremantle, in 1882, Henry Kennedy aged 63 died from chronic bronchitis and Mrs Susan Buckley, aged 40, was confined of a son on September 27th, three days before arriving in Gages

Roads. The baby was named Albert Seaborn Sailor Buckley. Rather than disembark the lady at the jetty, she and her baby were rowed ashore in one of the ship's boats and comfortably landed on the beach in a stretcher.

Diaries were kept and long letters written to the families and friends waiting anxiously for months to hear of the safe arrival and settlement of their loved ones, many knowing they would never see each other again. We don't know how many of these fascinating and valuable documents survive in private hands today. Most tantalising of all for researchers of social and maritime history is knowing that there are extant documents which are not available in public history and research collections..

The voyages began in London in June or July, good sea weather months in England, and finished in September or October, thus avoiding the colony's hazardous winter anchorages. It was also the right time to load the new wool clip for the markets in England. The colony's wool industry was well established and was its most lucrative export commodity. Over the years, *Helena Mena's* crew manhandled thousands of bales of wool into her hold at Fremantle and Champion Bay. She also loaded lead ore from the mines at Northampton for stiffening, and later, when the mines closed, she became a regular visitor to Rockingham to load jarrah timber for stiffening. The southern timber industry was booming, filling huge orders for railway sleepers, paving blocks and telegraph poles.

On her last voyage from Western Australia in 1897, *Helena Mena* went down to Rockingham via Challenger Passage on September 24 to take on a full load of timber for Hull, probably for the harbour extensions there, then

sailed for Gages Roads and England. This was the moment in *Helena Mena*'s long life of service to Western Australia that I chose for my water colour painting.

In the painting she is departing Rockingham via Challenger Passage, laden with timber and flying the Trinder, Anderson Co. house flag. Beneath the red ensign, flying from the gaff peak, the international code flag 'H' denotes that a pilot is on board. The pilot boat, a timber lighter with sail reefed in the stiff sou'wester, is following.

In the distance fishing vessels are returning with the day's catch and a small cutter is bearing away to give the *Helena Mena* searoom. A seaman is loosening the gaskets on the fore-royal and the flying jib is sheeted as the ship makes headway past Garden Island and, close hauled on the port tack, sails through the passage for the last time.

This interpretation is based on official documents and reports, published works, private archives (including diaries and letters), newspaper reports, as well as oral histories of families associated with the vessel, a contemporary photograph and painting. Our research of the *Helena Mena* continues.

We want to compile a complete history of her and her sister merchant ships (such as the *Charlotte Padbury* and the *Chalgrove*) and through further painting and writing show the important part *Helena Mena* played in the economic, social and maritime history of our state. We welcome any help MHA members can give.

Old Gaffers' Association

by Frank Marchant, President

The Old Gaffers' Association (OGA) was formed in W.A. in 1980 by Mr and Mrs Barry Hicks, primarily as a gathering of owners of old type gaff and gunter rig yachts. Meetings were held in private venues with sailing events taking place when possible.

Our purpose is restoration and presentation of gaff and gunter rigged vessels including dipping lug and square rigged boats.

We are closely associated with the Bristol OGA, established in 1963, who keep us advised of their activities, sailing and otherwise. We in turn send them copies of our newsletter which they print in their magazine. The result is a satisfying and interesting arrangement.

Barry Hicks resigned at the 1983 May meeting and Frank Marchant and Doug Rickman were elected President and Vice President, respectively.

At this time, Perth Flying Squadron invited us to participate in club racing and provided an area for our meetings. We gratefully accepted and took the opportunity to establish meeting procedures and appoint a committee.

At the same time, we also became involved with the Western Australian Maritime Museum in Fremantle which has proved beneficial to the OGA which experienced some exposure to the public as follows:-

1986 - PACI-EXPO (Perth America's Cup International Expo) when the OGA raced in the Fremantle Harbour through the auspices of John Banon. The Tall Ships were docked in the harbour at the time and

the race enjoyed a large crowd of spectators.

1987 - During the First Fleet the OGA staged the delivery of stores from ships to Kings Meadow Guildford.

1988 - OGA crew piloted the replica of the *Batavia*'s *Sloepie* (ship's boat) from Pelican Point to Barrack Street with The Hon. Bob and Mrs Hawke aboard.

The East Fremantle Yacht Club also invited us to join them in club races and associated hospitality.

We owe lots of thanks to the yacht clubs named above, also the Western Australian Maritime Museum and now the Maritime Heritage Association, may they prosper.

Personally, I would like to have all old yachts join the OGA thereby increasing our fleet which we think is quite spectacular.

National Historic Engineering Landmark, Fremantle Harbour Works

"Construction of Fremantle Harbour 1892-1901", submitted by the Western Australia Division, I.E. (Aust) and the Fremantle Port Authority is now available in public libraries. The submission has been prepared by the Institution of Engineers, Australia for the National Historical Landmark Nomination. This publication addresses the (early) history of the port; O'Connor's concepts; planning, design and construction.

Although a rather unweildy publication, it nevertheless has some very interesting historical content. The object of the submission is to have Fremantle Harbour Works recognized as a national landmark in engineering. If successful a plaque will be appropriately erected and the precinct formally recognised as a historically significant engineering works. A copy of the publication is held in the W.A. Maritime Museum's library.

A walk along the Fremantle Maritime Heritage Trail in the year 2000.

by Mike Lefroy

Anthony Trollope, the famous novelist, described Fremantle in 1872 as a place that "...has certainly no natural beauties to recommend it. It is a hot, white, ugly town with a very large prison, a lunatic asylum and a hospital for ancient and worn out convicts....." I Boat Building Centre. Formerly the birth place of the *Endeavour* Replica, the Centre is rapidly gaining an international reputation for wooden ship repairs, restoration and replication.

Walking inside, the building echoes with action. From the viewing gallery we look down at the next exciting project. Shipwrights are busy fitting planks to a replica of Phillip Parker King's *Mermaid* which surveyed our coast in the 1800's. This vessel will join the sail training fleet upon completion.

Next to the shed a Swan River Barge, built for the 1997 Harbour Centenary, is hauled out on a slipway. Nearby in the annex we stop to watch the sweating blacksmith forging some iron. In the sail loft a sailmaker is putting the finishing touches to a whaleboat's mainsail.

Leaving the building we catch a glimpse of W.A.'s America's Cup Challenger threading its way through the



fishing boats as it heads out for another day of training.

As we head north along Anchor Walk we pick our way carefully through the weekend crowd spilling off the Esplanade station platform onto the waterfront. The *Hotham Valley* steam train blows its nose and slowly heads south.

We cross the railway line here to visit the International Centre for Maritime Archaeology. Inside, the original stern timbers of the East Indiaman *Batavia* tower above us. They stand as a striking testament to the skills of the Dutch shipwrights of the 17th Century and the West Australian marine archaeologists of the 20th Century. Nearby is the award winning five dimensional hologram which reconstructs the *Batavia* Mutiny and merciless slaughter of the castaways on the Abroholos Islands.

Another display which catches the eye is the Broome pearling lugger, the *Trixen*, complete with moving models of pearl divers working underneath her.

Next door is the popular 'hands on' education section where we try our skills as armchair marine archaeologist by activating a variety of computer simulated maritime excavations such as the Raising of the *Mary Rose*, the search for Captain Cook's Cannon and the Reconstruction of the *Batavia*. Looking through a glass wall we can see the professionals recording, preserving and restoring archaeological materials.

Back on the Maritime Trail we pass Joan Campell's pottery workshop and then climb up the limestone stairs to the Roundhouse. Looking west across Bather's Beach we can see the old piles of the original Long Jetty, now the centre of a Heritage Dive trail. Nearby, stretching north

west from Challenger Harbour, a Long Jetty look-a-like is nearing completion. Moored alongside is the replica of the American Whaler the *Catalpa*, built in Fremantle by the Maritime Heritage Traditional Boat Building Centre for Barron Film's Academy Award winning epic "The *Catalpa* Conspiracy".

Further out to sea, some of the local fleet of whaleboats are sailing back to the beach before the brisk south westerly. They are training for the Captain Mills Cup, an international whaleboat regatta, first held in Fremantle in 1997 and due back in 2001.

Walking around our first public building, the Roundhouse, we pass in front of the attractively restored neighbouring cottages, and clamber down the steps to the limestone reproduction of the original Mews Boat shed. This impressive building houses the Bay Whaling Interpretation Centre, and features a glass tunnel linking the building with the excavated bay whaling site under Bather's Beach.

From Bather's Beach we head north past the TAFE Indian Ocean College of Aquaculture and follow the Maritime Heritage Trail towards Forrest Landing at the western end of the inner harbour. On the way we stop to look over an Oberon class submarine, part of a display of wartime Fremantle; a time when an anti-submarine net, housed in what is now part of the TAFE College, was regularly stretched over the entrance to the harbour to protect shipping. Nearby, an old wartime Sunderland Flying Boat is the centre of a display honouring the WWII flying squadrons based in W.A. Complementing the theme is the Seaward Defence Boat and HMAS *Diamantina*.

Turning east we come to the focal point of this end of the harbour, the new Maritime Industries Museum and Historic Boats Collection opened in May 1997 to coincide with the Harbour Centenary Celebrations. This magnificent building was funded by the Maritime Industries Lotteries Commission. From inside we have a sweeping view of the river, the northern and the southern harbours.

The display of historic boats - the largest in Australia - is dominated by the fully rigged *Australia II*. She stands five stories high and is gently heeled over on the starboard tack as she was when she crossed the finishing line in September 1983 to bring the America's Cup to Fremantle. Climbing below the perspex sea level of Rhode Island Sound we can inspect the famous winged keel and then continue along a walkway underneath Victoria Quay past a dynamic display of the history of our State's challenges and the 1986 defence of the cup.

We climb up to ground level and cross to the southern side of the building where a fleet of classic and wooden boats is moored to jetties. Several boatsheds stretch over the water, some housing valuable steam driven craft which tour Fremantle's harbours. Entering one of the sheds we meet Jon Sanders who is busily preparing *Parry Endeavour* for another charter. Further along, a slipway enables vessels to be brought onto hardstanding for repairs and maintenance.

From the museum we stroll along the old quay pausing to reward ourselves with cappuccino and cake at 'A' shed



A map of how Fremantle could look in nine years time.

By Ross Sheardlow, marine artist

Restaurant and Art Gallery. Sitting by the harbour side window we look out towards 'B' shed, home of the Sail Training Association of W.A. The flag ship of the fleet, the *Leeuwin II*, is at sea but another member of the growing fleet, the replica pearling lugger *Trixen II*, is pulling away from the wharf with another crew of school children out for a day sail around Cockburn Sound.

We continue our stroll along the wharf to the Ferry Terminal linked by underpass to the Fremantle Train Station. A hydrofoil ferry is taking on a colourful collection of holidaymakers for the 12 minute crossing to Rottnest while a TransPerth commuter ferry is heading east for the city.

Just past the terminal in one of the restored sheds is the Paddy Troy Museum which features some fascinating insights into the history of Fremantle as a working port. This building also contains a detailed pictorial and audio-visual history of Fremantle Harbour.

The last stop on our walk today is the old Passenger Terminal. Originally opened for the Commonwealth Games in 1962, it has now been completely revamped and features a Convention Centre and a Museum of Immigration.

The Museum displays celebrate the immigration to Fremantle and the age of the great passenger liners.

Another important part of this museum is the section devoted to the non-European history of the area, known as Manjaree to the local aborigines. A striking feature of this display is the model of the coastline before the last ice age when the sea level was so low that the river continued over dry land until it was beyond today's Rottnest.

A special display to mark the 30th anniversary of the Aboriginal Land Rights flag is also appropriately mounted here, close to the where the first contact between European explorers and local aborigines was made.

In the Convention Centre preparations are beginning for the Indian Ocean Maritime Industries Expo hosted by the Maritime Industries Museum. This exciting event will coincide with the arrival of the Whitbread Cup Round the World Yacht Race fleet later this month.

From here the Heritage Trail stretches some 50 kilometres away to the east, eventually finishing at Swan

Settlers Church in the Upper Swan. But today it is time to return to our solar powered commuter vehicle in which we will cross the car free zone of the West End to reach our car park on the eastern limits of the city.

HMAS Sydney Forum 19-21 November 1991

On 20 and 21 November 1991, the Western Australian Maritime Museum will host a forum on the disappearance half a century ago of HMAS *Sydney* and its complement.

The primary aim of the gathering is to give historians, oceanographers, researchers, scientists and others an opportunity to become familiar with, or to have input into, the proposed search and location of the HMAS *Sydney* and (as a necessary preliminary) the search for HSK *Kormoran*.

As a secondary, but nonetheless highly relevant consideration, management issues will be addressed. There will be provision for input by conservators, museologists, historians and others in such areas as : site management, the 'war grave' issue, and; the conservation, restoration and display of artefacts from the HMAS *Sydney*/HSK *Kormoran* such as the supposed 'Kormoran Lifeboat' at Shark Bay.

Papers on deep sea search techniques, oceanography, search methods, and recent historical research, are clearly relevant, as are papers on the study, conservation, and future management and display proposals relating to HMAS *Sydney*/HSK *Kormoran* material held in public and private repositories throughout Australia

For those not intending to present papers, the forum will provide a unique opportunity to become familiar with recent developments and issues related to the proposed search for HMAS *Sydney*.

Those interested in attending are requested to return the form below by return mail.

Those wishing to submit papers are also required to submit an abstract of 50-150 words outlining the proposed topic by 1 August 1991. The completed papers are to be received by 30 September, allowing sufficient time for timetabling and the production of sufficient copies of each

paper to satisfy the need of those attending the forum.

Papers may be presented in absentia provided the author can arrange for a reader capable of addressing questions put in the ensuing discussion.

As is required of any historical and scientific analysis, all sources must be properly referenced in accordance with an accepted historical or scientific convention, and all illustrations and photographs must be correctly credited.

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A tentative timetable of events and breakdown of costs is attached.

Mike McCarthy

Curator,

Co-ordinator, HMAS *Sydney* Search
and Forum Convener

Tentative Programme

19 November 1991 2.30 pm Official opening of HMAS *Sydney* Display. Fremantle Museum at Finnerty Street.¹

3.30 pm Afternoon tea

Dusk War Memorial - Kings Park. Final HMAS *Sydney* Memorial Service.

20 November 1991 8.30-9.30 am Registration

9.30-10.30 am Welcome and opening address

10.30-11.00 am Morning Tea

11.00-12.30 am First session.

12.30-1.30 pm Lunch

1.30-3.00 pm Second session

3.00-3.30 pm Afternoon tea

3.30-5.00 Third session

7.00 pm Informal dinner for delegates and partners.

21 November 1991 9.00-10.30 am Fourth session

10.30-11.00 am Morning tea

11.00-12.30 pm Fifth Session

12.30-1.30 Lunch

1.30-3.00 pm Sixth session

3.00-3.30 pm Afternoon tea

3.30-5.00 pm Panel discussion and concluding address.

22 November 1991 9.00-12.30 pm As yet unstructured period to allow for further sessions of discussion if necessary.

Conference Costs

Conference fees will consist of meals, refreshments, dinner and printing costs only. These are expected to amount to around \$75. A complete breakdown will be supplied when the forum numbers are known.

The WA Maritime Museum will host the forum, edit, collate and present the papers in bound form and provide the venue itself. Transport and accommodation costs are the responsibility of each individual participant.

Enquiries:

Mike McCarthy

Curator

Co-ordinator HMAS *Sydney* Search

and Forum Convener

Western Australian Maritime Museum

Cliff Street, FREMANTLE WA 6160

Ph: (09) 335 8211 Fax: (09) 430 5120

Expression of Interest in the HMAS *Sydney* Forum

To : Mike McCarthy

Convener HMAS *Sydney* Forum

WA Maritime Museum

Cliff St Fremantle

WA 6160

Please accept this note as an expression of interest in the HMAS *Sydney* Forum.

I would like to

(i) Attend the forum

(ii) Attend & present a paper on the following subject

T i -
tle.....(iii)

Present a paper on the following subject in absentia

T i -
tle.....

Name & Ti-
tle.....

A d -
dress.....

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.....
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Major Area of interest

.....

Those interested in attending or presenting will be contacted by the end of July.

Maritime Heritage, Albany

The inaugural meeting of the Albany Heritage Association was held on Thursday 5 September. After the election of office bearers and other formalities the following news and discussion points were raised:

1. The sailing skiff *Gloria* (1925) which was built by Stan Austin's Dad in Albany, has been purchased by Alex Bell from the Princess Royal Yacht Club. It is understood that she will be restored and will once again grace the waters of Princess Royal Harbour as a reminder of former yachting traditions in the Albany region.

TO WHOM:

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

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Monthly Meetings

7.30 pm Second Wednesday of each Month
at the W.A. Maritime Museum's Education Centre,
Cliff Street, Fremantle (unless advised otherwise).

Monthly Public Meetings - Reviews

July - Jim McGowan presented a talk about the Fremantle that he knows and loves. Jim was the Public Relations Officer with the Fremantle Port Authority for many years before resigning in 1990. His knowledge, understanding and empathy for Fremantle's history (maritime history) is reinforced by his own observation of changes and developments in the port city. In his talk, he emphasised the continuing loss of our maritime heritage and the lack of support for its preservation. Australian Association of Maritime History and MHA members were most appreciative of the information and stimulus he provided.

September - Bill Leonard the foreman of the *Endeavour* replica project provided a very informative and entertaining talk about the methods and techniques used by shipbuilders in the 1700's and methods and techniques used to reconstruct Cook's *Endeavour*. MHA members were delighted to see new progress on this overwhelming structure and to share in some of the extensive knowledge Bill has to offer.

Monthly Public Meetings - Previews

November 13 - This meeting will be held at the *Leeuwin* Sail Training Office in the western end of B Shed, Victoria Quay. The General Meeting will include a walk and introduction to the area, a guided tour of the *Leeuwin* facilities and the Maritime Heritage Association's workshop.

February 12, 1992 - This meeting will be held in the Education Centre, at the W.A. Maritime Museum, as usual. The December Newsletter will provide more details.

Maritime Heritage Association Office Bearers

Executive

President, Sally May, W.A. Maritime Museum

Vice President, Brian Phillips, Shipwright

Vice President, Barbara Shardlow, Librarian/Histo-

rian

Vice President, Bob Johnson, *Leeuwin* Sail Training Foundation

Vice President, Jim Rutherford, Rigger

Secretary, Mike Lefroy, *Endeavour* Replica

Treasurer, Tana Bailey, *Leeuwin* Sail Training Foundation

Committee, Peter Petroff, *Endeavour* Replica

Committee, Bernie Unwin, TAFE External Studies

Committee, Mike Reveley, Shipwright

Committee, Ross Shardlow, Maritime Artist

Maritime Heritage Finances, Fremantle

Tana Bailey, Treasurer

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

¹ The Fremantle Museum is housed in the old Women's Asylum and was the headquarters of the Fremantle Submarine Base. Two galleries will be given over to a naval exhibition beginning with an HMAS *Sydney/HSK Kormoran* display.

2. The fate of the ex-whale chaser *Cheyne II* is expected to be decided in the near future. There is hope that the vessel can be acquired by the Albany community and will eventually become a focal point of the proposed Albany Foreshore Re-development Plan. If preserved, the *Cheyne II* may be hoisted ashore and incorporated into the existing museum precinct as a static display. During this weekend's storms (14-15 September) the *Cheyne II* broke her mooring alongside the surviving arm of the Deep-water Jetty and drove aground on the shore, immediately north of the Jetty. It is hoped that no structural damage has been caused to the ship and that the hull is still watertight.
3. Moves have been made to establish a Whaleboat sub-committee. The committee will address the issue of raising funds to build an open whaleboat and will seek support in the community to establish whaleboat racing in Albany.
4. Albany Wool Stores have been approached to provide storage space for boats and related artefacts and material acquired by the branch. At this stage it is understood that some storage space is available. Thanks is extended to John Hartney from Albany Wool Stores for his support.
5. The branch is interested in acquiring small boats and other craft which may have been associated with the maritime history of Albany and Western Australia. Such craft will be preserved and possibly restored. In future years they may form the basis for an Albany Wooden Boat Festival.
6. The feasibility of conducting a wooden boat building course in the region over the summer months is being investigated. The course would possibly start next summer and eventually become a major attraction in the Albany region.
7. Plans have been made to bring the *Endeavour* pinnace and the American whaleboat to Albany. It is hoped that these boats can be used to help celebrate the Vancouver Bicentennial. They will also be useful in promoting the Albany Maritime Heritage Association.
10. An archive, which will also commemorate the Vancouver Bicentennial, is being developed in Albany. It is hoped that this will become the forerunner of a major maritime archive in Western Australia and possibly Australia.
11. Special thanks are extended to Sally May from the Maritime Museum and Ross Shardlow from the Maritime Heritage Association for their support and advice concerning the establishment of the Albany Maritime Association. Thank you Sally and Ross.

The only other information to mention, is that the branch now has 17 members and Gary Tonkin has been elected our interim President. Bert Newman is our illustrious secretary (well done Gary and Bert!).

By the way, we are using the logo and membership forms of the (Fremantle) Maritime Heritage Branch until such time as we design our own.

NOTES AND NEWS

CLASSIC AND WOODEN BOAT FESTIVAL OCTOBER 12 AND 13, 1991

At Challenge Harbour, the Festival is open to the public from 12 noon on Saturday. Over 150 exhibitors providing a variety of craft, models and demonstrating their maritime crafts.

Saturday afternoon the professionals will be getting stuck into the build-a-boat-in-a-day. Late Sunday morning the amateurs will be contesting the build-a-boat-in-a-day. Sunday afternoon professionals and amateurs test their vessels.

Proceeds go to the Leeuwin sail training vessel.

BOATS AND BITS MARKET

At the Fremantle Oval on Sunday September 29 from 9am-5pm. Buy or sell boats and bits or just browse. Organised by the Fremantle Port Rotary, half of the funds raised will be donated to the Leeuwin Sail Training Foundation.

ENDEAVOUR REPLICA PROJECT

On Tuesday September 3, 1991 work on the *Endeavour* replica recommenced, commemorating the formation of the *Endeavour* Replica Foundation. Buzzers, hammers and happy shipwrights are again the main feature of this extraordinary project. Congratulations.

SAIL TRAINING SHIP LEEUWIN

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

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

WHAT WE DELIVER:

Leeuwin is engaged in training young people for life or "in training by the sea rather than for the sea". We emphasise 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.