



WAVIE



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“theship comes first”

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The Newsletter of the Barque *Polly Woodside* Volunteers Association Inc.



Photo from Liz Crawford

Polly was on the move from her temporary home in the river to the refurbished Duke's & Orr's Dry-dock - she was turned round on the 19th May and she went into the dry-dock on the 20th with her bow towards the river and stern towards the MEC.



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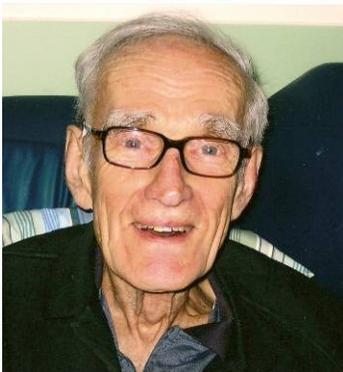
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A Message from the Chairman of P.W.V.A.



Greetings to you all, and apologies for my minimal input over the past 9 months. My last PWVA involvement was in March. On returning home that day, from the committee meeting at John's home, I tripped on a door mat & returned to hospital. I'm now home once more, and am most grateful to everyone who sent me good wishes and/or visited me

I have been 'brought up to date' with verbal descriptions, emails and photos of developments around 'Polly', and look forward to actually seeing it all.

I understand that several matters need to be discussed by the PWVA Committee that are of importance to us all. These include the provision of : - the signal mast - the plaques - access between the future workshop & the ship - what has been done with (or about) our responses to the questionnaire from the A.G.M. - arrangements re storage spaces for tools, paint and other materials - messroom and washing facilities - and lots more.

I am unable to state categorically that I can attend the monthly meetings, for I am dependant on receiving lifts, for any travelling. Rehabilitation continues meantime, as does my interest in everything to do with POLLY.

Special commendations are deserved for all PWVA members who have stuck with the project, through thick and thin, while so much has collapsed about our proverbial ears. We look forward to good things emerging from the turmoil.

Ralph McDonell

The Refurbished Dry-Dock



Photo Glen Stuart

This was how the refurbished Duke's & Orr's Dry-dock appeared on Sunday 17th May, a couple of days before the move. Many of the keel- blocks were not yet in place and much work remained to be completed before the proposed move of the Polly on the following Tuesday.

The Melbourne Maritime Museum Collection

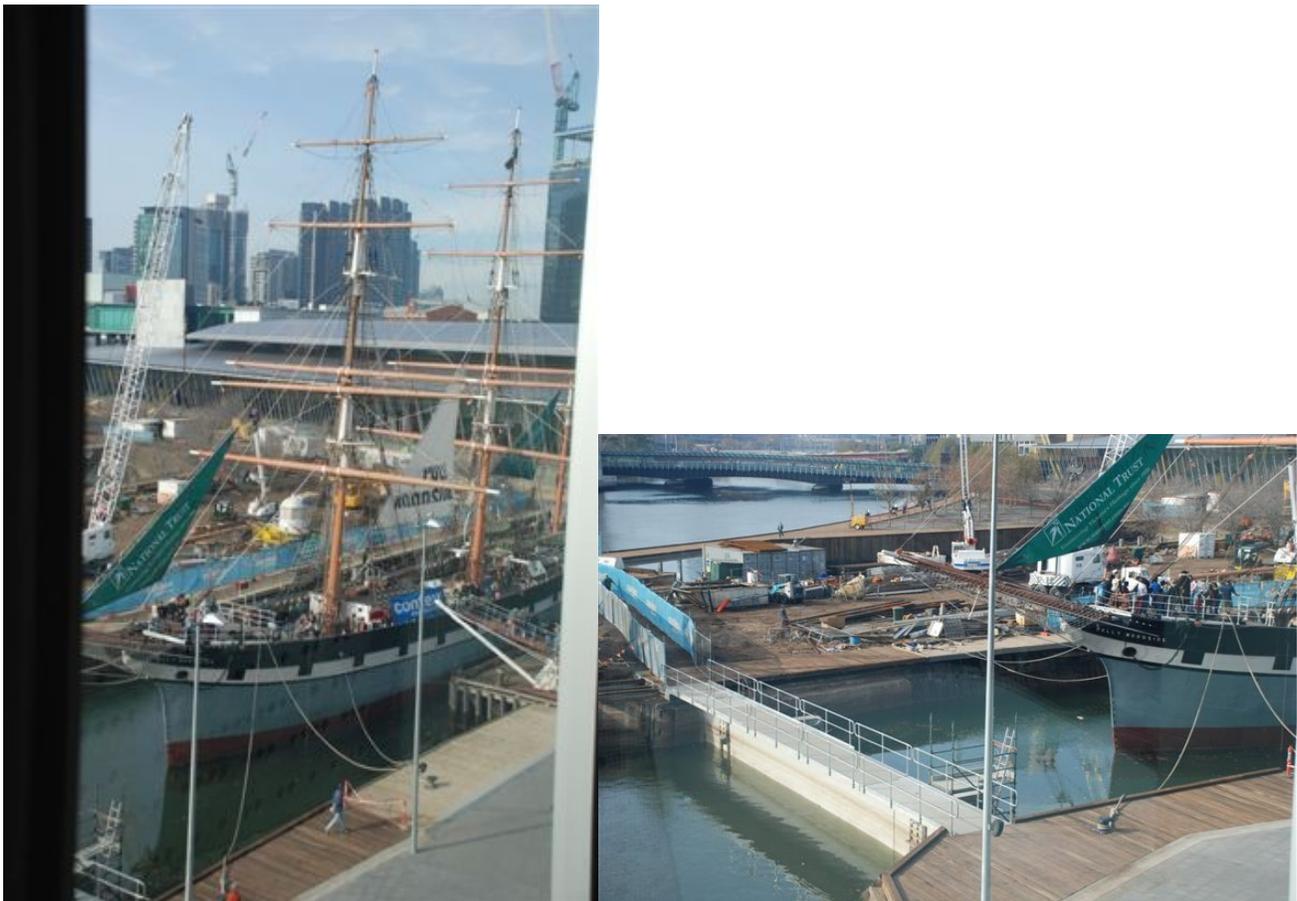
Now that the National Trust may have to start paying rental on the store which houses the MMM collection, there seems to be a plan to dispose of the bulk of the collection by returning items to lenders, offering items to other maritime museums or disposing of them by other means. If in the future a new maritime museum is established in Melbourne, the collection will have to be re-assembled .

The Move

The Polly was moved from her temporary mooring in the river back into the newly refurbished dry dock on Tuesday the 19th and Wednesday 20th May.

On the Tuesday she was turned around by three work boats so that the bow pointed upriver and returned to her river mooring. In the meantime, the contractors Contextx were getting the dry dock ready to receive the Polly but this entailed pulling out the last of the sheet pilings, removing a temporary steel (Bailey) bridge and lowering the new dock gate to the river bed. By the time this was finished, the tide had turned and the river was flowing downstream making the move hazardous because of the proximity to the new footbridge across the river.

It was decided to postpone the move of the Polly into the dry dock until the following morning (Wednesday) when conditions were more favourable.



Two photos taken from the upper floor of the new Convention Centre showing Polly in the refurbished drydock and the new dock gate.

Photos by Lindsay Rex

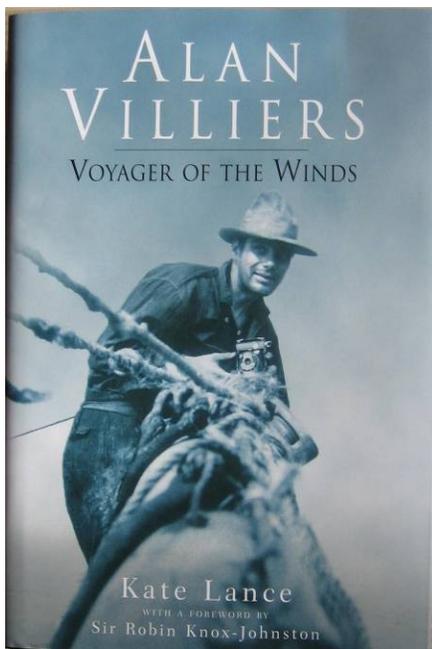
The New Footbridge



The PWVA has forwarded a submission to the Melbourne City Council that the new and currently unnamed footbridge across the river should be named the “**Tor Linqvist Bridge**”. The application rules state that submissions in excess of 100 words will not be accepted which was very limiting.

We are still waiting to hear back from the MCC.

Book Launch



PWVA member Kate Lance has written a biography of Melbourne-born seafarer Alan Villiers and the book launch was held at Port Ed in Lorimer Street on the 27th May as an MHAV Special Event.

For anyone who wishes to order a copy of the book Kate can be contacted on 9315 0574, lance@cyber.com.au

Arthur Woodley



One of the original *Polly Woodside* volunteers, Arthur Woodley, shipwright and maritime author, died in May 2009. He joined the Polly Woodside Restoration and Refit Committee in 1971 - just three years after the then named *Rona* had been given to the National Trust of Australia (Vic) by Howard Smith & Co.

Arthur brought to the project a lifelong interest in maritime history as well as practical shipwright skills that were invaluable in transforming the battered coal hulk back to her original sailing ship beauty. In 1946 he had begun an apprenticeship with Mr Len Walsh one of whose contracts was to supply two shipwrights to Duke's & Orr's Dry Dock.

This practical experience of the dock was invaluable when that site was chosen as the Polly Woodside's permanent home. It also provided him with the knowledge to co-author the 1985 book "Duke's & Orr's Dry Dock Polly Woodside's Historic Home". During the same year Arthur built one of the ship's boats, which was presented to ship for her centenary celebration on the 7th November 1985.

With his depth of shipwright knowledge and skills, Arthur was instrumental setting up the fascinating tool collection in the 'Chippy's Workshop' in the museum as well as the outside ceremonial flagpole.

Ship & Site

There are plans to pump out the dry-dock in July (a tentative date is 7th July) so that work on the Polly's hull can be carried out.

Shed 4 is now largely a skeleton while new floor supports are put in place.

Work on the ground has not yet commenced on Shed 2.

Additional funds are being sought via a State Govt. grant to enable maintenance to be carried out on Polly.

Polly Open Day

An open day for the Polly Woodside in the newly refurbished dry-dock was held on Sunday the 31st May. The weather was excellent and many visitors arrived and wandered over the ship. Plenty of PWVA volunteers were on hand to show the visitors around the ship and pump-house and Captain Skull (aka Miles Allen) was on hand to entertain the masses. The new Conference Centre next door also had an open day which did the visitor numbers no harm.

Pump House Ponderings - Derek Moore

Early in March I discovered that neither of the sumps was connected to the electrical supply – this was rectified when an additional extension lead was obtained and this, plus the existing lead were both connected. It was also discovered that Major Projects had organised the removal and destruction of some of the Pump House equipment that had been stored in the Engineer's Telephone Box. This had been done without any prior consultation or notification.

Pump House artifacts that had been temporarily stored in Shed 4, such as steam piping, were gradually returned to the Pump House during March. In early May, Dr Peter Mart, corrosion scientist, conducted a planning visit to the pump House.

On 13th May, Dr Mart partially inspected and filmed the interior of the large Eastern inlet pipe to the steam pump, after the circular inspection plate had been unbolted and removed. This inspection plate was put back in place the next day. Early the following Week, the Dry Dock was filled with water again, in preparation for the return of "Polly" to the Dry Dock.

On the 19th May, it was discovered that the inspection plate seal was leaking! Despite tightening of the inspection plate bolts, the leaking continued. When visiting on 26th May, it was found that the inspection plate was still leaking and will require re-installation when the Dock is pumped out again for the ship's coming docking. The engine covers were removed, in preparation for the Open Day on 31st May.

Many visitors to the Convention Centre precinct on the Open Day were interested in the Pump House and its contents. Nearly all said that they would like to come inside the building, in the future, to better view the machinery. Some recalled seeing ships in the Dry Dock in the past. For example, one lady used to visit the waterfront regularly with her father, who worked for Colonial Gas, further downriver. Her memory was one of usually seeing the Dry Dock empty.

I was fortunate to meet Frank Hicks, a great grandson of John Hicks, who built the original wooden sill for the Dry Dock gates. The timber was obtained from a single tree, selected by John from a Gippsland forest, I was told.

I was greatly encouraged by the interest shown by the public, especially when most do not come from an engineering or maritime background.

Derek Moore