



WAVIE



Number 125

“the ship comes first”

Mar 2009

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



The Drydock is again dry (well more or less). This image was taken by Glen Stuart a couple of weeks ago and shows part of the “back-up” sheet piling suitably braced. Note the curve in the Bailey bridge due to water pressure. The river is to the left, Jeff’s Shed to the right.



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Vice Chairman: Neil Thomas, thomclan@optusnet.com.au, 9802 4608

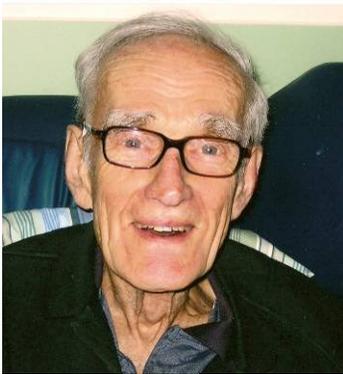
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DISCLAIMER: Please be aware that statements, opinions & comments made by contributors to this journal are not necessarily those of the PWVA Committee and/or its Members.

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



It was a personal delight for me to attend the A.G.M. and to catch up with so many loyal enthusiasts for the beautiful POLLY WOODSIDE. During my absence since September there has been the emptying of the dock, of both water and silt. As well, No. 4 Shed has been emptied, in order that its foundations can be reinforced. Beyond that, we still await the details of the final plans, which -I hope - will await the studying of our replies to the questionnaire which was handed out by Belinda Ensor and Nicola McColl, of the firm SHP.

It was encouraging for all of us to have had the attendance of those two ladies, for they have raised our hopes that we can have a say on what *should* be. This leads me on to urging everyone to take this opportunity to make known the things we want, by filling in their answers to the questionnaire (attached). If we fail to state now our needs and wants, we will have lost our last opportunity to influence the plans for an indefinite future.

While we, the PWVA, would wish to have a maritime museum attached to POLLY, I believe that that is a lost cause, largely because of the alienation of so much of the original site. There is no longer sufficient space for a museum.

But not everything is lost. There is a strong move from various groups to persuade the Melb. City Council to convert the North Wharf Shed 5, between the Chas. Grimes Bridge and the Mission to Seafarers, to such a museum. It becomes ever more obvious that the National Trust will soon be billed for the continued storage of the previous Museum's exhibits. That means that, in order not to lose them, you and I need to list, in our replies to the questionnaire, the items that we consider most valuable as well as relevant to Melbourne's waterfront and/or POLLY.

I greatly regret that my own participation in hands-on activities has been interrupted, but I have been impressed with the continued input by the usual team of volunteers. In particular, thanks are due to the PWVA Committee members, and to the members of the PW Ship Committee, not overlooking the sole, personal input from our Pump Room curator, Derek Moore.

On a personal level, I wish to thank many kind people who sent me cards, and/or visited me in hospital, nursing home and rehab: institutions, several with gifts including home-made shortbread, for Christmas. The most noticeable gift came from John Maxwell - a pair of "captain's socks", one a vivid, glaring green, the other a brilliant, iridescent red. The memory ability of anyone who has had a stroke is often suspect. Unfortunately there were no instructions, and I don't want to 'put my foot in it' by wearing them the wrong way round.

Ralph

Message from Neil Thomas, Vice Chairman

Fellow Volunteers

At our Annual General Meeting held on the 14th February this year, we were visited by Nicola McColl, and Belinda Ensor from the firm SHP (Sue Hodges Productions). This is the company contracted by the National Trust to design the new interpretation for Polly Woodside and No.2 Shed.

After their address, it was clear they wish to consult with us on the development of the site, and distributed response forms to all members present.

This is the first official (and golden opportunity) for the PWVA to express our ideas on the development and interpretation of the site,

This is our big chance to demonstrate to the National Trust that we do have an affinity with the site that occupied so much of our time and devotion.

Nicola and Belinda have promised that they will prepare an article for the June Wave, to show us how our ideas will be incorporated into the SHP plan for the site.

So please, pour in the ideas and we can show the National Trust they should have come to us in the first place.

Other points of interest that came out of the AGM:

We are pursuing the possibility of naming the new pedestrian bridge over the Yarra 'Tor Lindqvist Bridge'.

Support the Mission to Seaman in their endeavour to gain control of No.5 North Shed, which can incorporate a Maritime Museum.

Seeking an agreement with 'Alma Doepel' and 'Enterprise' to exchange volunteers on a rotation basis hence exposing younger volunteers to Polly.

The PWVA committee urgently needs another Ordinary Member .

Where are you?

Please contact us.

News on Ship and Site from Samantha Tait, (Chair of the Polly Woodside Ship Committee)

Polly Woodside - a Statement from the Chair of the Ship Committee - Feb 2009

After considerable work by the committee and Tanya Williams we have made good progress towards gaining a docking facility for the Polly Woodside. Once finished, the docking facility will be used to carry out essential works to the hull to ensure we can keep her afloat for as long as possible.

The PWSC are in the process of developing several avenues to reinstate the ship's structural integrity whilst retaining her traditional look and feel. These include:

- Implementing the recommendations of the structural survey.
- Removing unnecessary concrete ballast.
- Replacing necessary ballast with a lead alternative, thereby reducing the amount of physical space required.
- Examining ways to store the required ballast in such a way that it is not discernible to the visitors eye e.g. some ballast may be stored in display items representing cargo such as wine barrels, or it may be stored under a floating floor.
- Examining the potential to insert a floating floor that sits just above the height of the main centreline hull girder - thereby reducing any tripping hazards, making the area more accessible and more usable.
- Removing the overplating from the outside hull and restoring her original riveted plate appearance.
- Working with the National Trust to ensure the ship is displayed in an appropriate and exciting manner.

It is my personal feelings that for the Polly to be relevant to the public that we must make the attempt to involve the greater community more. Involving community groups such as the Sea Scouts by sponsoring a Tall Ships merit badge or encouraging local theatre groups to run productions on and around the ship are just two ideas that we can lift Polly's profile with the community and still retain her dignity and heritage. Activities such as these will raise the ship's value in the eyes of the community and consequently allow much needed funds to be raised at a corporate sponsorship level. I encourage the PWVA to brainstorm ideas that we can present to the National Trust for consideration.

Whilst the expansion of the MECC site has had an enormous impact on the area it is something we need to be positive about in order to gain the advantages to be had. The increased foot

traffic past Polly and the increased chance of corporate sponsorship and events aboard the ship should be viewed as a positive thing for Polly's future. Ultimately, Polly needs to work towards becoming financially self-sufficient.

It was disappointing recently to once again see the media flaunt the concept of moving the ship to Williamstown and misguidedly call for her to be returned to a sea-going state. The reality is of course that for the ship to pass modern safety codes she would have to be structurally and mechanically altered to a point where she would be unrecognizable as a ship of her era. But moreover, the structural survey clearly showed that her hull would not cope with the stress of such relocation; and logistically it is not a feasible nor viable concept. Such debate detracts from the efforts of those who seek to ensure she is understood as an important historic asset. I would encourage PWVA members to embrace the Polly's new role as a valuable historic and educational centre, displaying the elegance of the life at sea in a different time.

I believe that the new precinct will bring with it many opportunities to show off the hard work and efforts of the PWVA and PWSC and that Polly has an exciting future.

Sam

News from the Ship Committee Meeting Held on Thursday 26th February

Shane Nunn has become a new member of the PWVA Ship Committee.

No 4 Shed roof is to be removed while the floor is strengthened. The annexe will probably be removed.

Plans for the refurbished dry-dock have been given to the Ship Committee. If in agreement, the plans will be forwarded to the MPV and Heritage Victoria. All plans show Polly facing the river. Polly should be back in the dry dock by June.

A draft of the application to have the new footbridge named "Tor Lindqvist Bridge" are almost ready for submission.

Xmas Party

The PWVA Xmas Party was held at Port Ed on the 13th December and was enjoyed by around 40 members and guests. Here are some of the photos taken on the day....



Two tables of happy Volunteers...



....with Santa losing his trousers....



... the ladies enjoying themselves...



... and Santa dishing out the pressies

Photos by Dorothy Lyons

Pump House Ponderings - Derek Moore

On the 2nd December, I discovered that there was no power in the Pump House as the temporary switchboard had been removed. Multiplex organized a portable generator, which I ran to pump down the water levels in both sumps.

During December the generator was run every 1 to 2 days, by Multiplex or by me, to ensure the water levels in the sumps were controlled. I was advised by both Multiplex and National Trust representatives that the permanent power supply should be installed before the Christmas standown in late December. This did not occur. More internal scaffolding had been erected, to facilitate the electrical cabling installation.

I went on-site on 25th & 28th December, plus 2nd, 6th & 10th January, to run the generator so that the Pump Room did not flood. From mid-January, this task was able to be shared with Multiplex again. The installation of the electrical wiring was repeatedly delayed by the continuing hot weather, as Multiplex would not authorize the electricians to work in the Pump Room for only a short time, before they may have been stood down for the rest of the day. Consequently the electricians were tasked to work elsewhere on the site.

From mid-January, the new Yarra River footbridge was opened and pedestrians soon were passing by, including many cyclists. A lock was fitted to the Pump House door in early February and Convention Centre security have to be requested to open this door, at each visit, at present.

Major Projects instigated the recent removal of the old North wooden door and much of the lining boards on the North (River) wall, to my great disappointment, plus all of the newer galvanized external sheeting on the East (Dry Dock) wall, over the past week. It is more than disappointing that the National Trust management appear to have given total control of the Pump House to Major Projects. The Trust's apparent disinterest is also reflected in the fact that the Pump House is not included in the ambit of the current interpretation work of the consultants who spoke at the recent PWVA AGM.

Hopefully this situation will change. In the past, the Pump House was an integral component of the visitor experience to the precinct. It deserves to be so in the future, too. I hope that the Trust's volunteer maritime guides will once again conduct tours of the heritage Pump House, in conjunction with a visit to "Polly".

On a positive note, the electrical work is supposed to be completed on 25th February.

Derek Moore

PWVA Annual General Meeting

The AGM was held at the Mission to Seafarers on Saturday 14th February. Happily Chairman Ralph was able to attend. The meeting was well attended and was followed by a sausage sizzle. Nicola McColl and Belinda Ensor of Sue Hodges Productions , (two of the authors of the Interpretation Study of the Polly Woodside and site) were present and made a brief presentation. Questionnaires were distributed to the Members seeking their feedback on future development of the ship and site. A copy of the Questionnaire is appended and the Committee urges all Members to return the completed form to SHP with their comments and suggestions since this is our opportunity to have a say on the future development of the Polly site. Following is a review of 2008 presented by Acting Chairman Neil Thomas:

Summary of Events in 2008

Members Lost :- Tor Lindqvist , April 2008, Vic Hatfield November 2008
Keith Sanders December 2008, Beverley Walsh December 2008.

Friend lost:- Ralph Varnes. - Ralph was the donor of some 35,000 ships photos which have been lovingly documented by Glen Stuart and his assistants and now form the core of the MARITIME LIBRARY SHIPS PHOTO COLLECTION currently in the National Trust library.

Retired Member:- Harold Canning, {Honorary Life Member} a long-serving member of the PWVA has retired from “active duty” after 26 dedicated years. Your committee has bestowed Harold with Honorary Life Membership. Harold joined the PWVA in 1983 and was initially a Sunday regular and more recently a Wednesday regular with painting being his forte.

New Members:- Kate Lance, Peter Maxwell and John Baragwanath

Ship and Site:- the year started with the loss of the anticipated Maritime Museum.

The Trust has elected instead to use the three million dollars which had been allocated to the new museum to refurbish the Polly and to fit-out a re-erected Shed 2 as a visitor centre, retail outlet, workshop and “interpretative centre” dedicated to Polly. Two additional frames (“trusses”) are to be erected, extending its length.

Shed 4 (our workshop) remains standing and there are no plans to dismantle it to our knowledge although the flooring will probably have to be strengthened. As a result our tools are now stored in containers on site and on the ship so that the ship maintenance can continue.

The State Government is providing \$8.86 million for the refurbishment of the dock and the Plenary Group are providing \$4 million for work on the site and the *Polly*.

The site for Shed 2 has been laid out but there is no word as to when construction will commence.

The footbridge across the river is complete and there is a plan to open the new bridge and the Convention Centre forecourt shortly.

Glazing of the pump-house nearly completed.

It is with delight that we can tell you that the National Trust has stated that when *Polly* is berthed in the new drydock she will be facing towards the river.

Movement of Polly into the river - on 26th August 2008 the Polly moved out of the Duke & Orr Drydock for the first time since 1985

There were 2 line-boats at the bow, and the one at the stern was handling 2 lines, with a second boat standing by.

The entire operation took only approximately 30 minutes, and went so smoothly that it was amazing!

A vote of thanks to all the volunteers, the seamen who supervised us, the employees from BTM (the company that did the ship survey), the line-boats' crews with their incredible skill, and our Dock-Master Sean Johnson whose direction made the operation seem so easy.

Dry-dock - the works being undertaken by Contexx Engineering will include the provision of a new dock wall, hydraulic dock gate and base slab with keel, bilge and side shoring supports designed and built specifically to accommodate *Polly*. The design specifications have been developed together with the National Trust staff, the Ship Committee, and consulting Naval Architects BMT defence services. The dock works are expected to take around ten months to complete after which *Polly* will be returned to her 'new and improved' home.

The plans have been submitted to Heritage Victoria for approval. Sifted building site rubble is being poured into the drydock to support the cradle in which the *Polly* will rest.

The two top layers of ballast weighting up to 100 tonnes from *Polly* will be added to this when a suitable crane becomes available. With a weight of 77 concrete cores to a tonne, this will involve the removal of 7700 cores which will be shifted using paid labour. Probably the same crane will also be used to lift the mizzen topmast into position.

Application has been made to the Navy for the lead ballast from the warship CANBERRA, currently being stripped down before being sunk off the Heads. It's not at all certain that we will get the lead, as it may still be of acceptable standard to be used in new warships. However if we do, it will greatly reduce the space taken up by ballast in the hold, thereby giving more space for certain displays or activities on board. So far, only our letter has been acknowledged by the Navy

Duke's Dock dates to 1875 and is one of the few surviving relics of Melbourne's extensive shipbuilding and repair industry that used to stretch along the Yarra's Southbank from the Queen Street Bridge to Docklands.

Pump House - Derek Moore - If it wasn't for Derek Moore's conscientiousness and dedication (i.e. never afraid to stir things up) we are sure the transition to the present stage would not have been achieved so successfully.

Attending a course to obtain his special card so that he could obtain access to the site, he fought to keep power onto the pumphouse to ensure the bilge pumps worked. Also he usually had to clean the building material out of the sumps so the pumps would run, and that is only the tip of the iceberg.

Thanks Derek from all of us.

PWVA-Funded Projects - repairs and rebinding have been completed (and paid for) on 19 of the PWVA's collection of Lloyd's Registers of Shipping and they look very impressive.

Shipboard projects include the fabrication of "Victorian-style" toilets ("heads"), purchase of a set of international code flags and casting of a pair of pump flywheels.

We have purchased a pump flywheel, and hope to use it as a pattern

The PWVA Website - <http://pwva.org.au> - Kate Lance, a valuable new member, has created our own website. The Wave and other notices are posted to this site. Members who do not have internet access will continue to receive the Wave and other information through the post.

Accounts - at the end of Calendar Year 2008, the PWVA cheque account had a credit balance of \$15,426.91 and we had 120 Members (not all of whom are paid up we might add!).

Library - Glen Stuart, Dorothy Minkoff, Alan Morris, Jenny Hunter & John Wroe are still beavering away in the library at Tasma Terrace. We now have our valuable collection of Lloyd's Registers housed in new purpose-built bookshelves. The days of crawling around on the floor with a torch are over!

In the meantime, the bulk of the maritime library of 3,000 books is in storage at Footscray with apparently no possibility of finding space at Tasma.

Alma Doepel donation - to assist in the refit of the Alma Doepel at Port Macquarie with a view her return to Victoria, the PWVA has made a donation of \$1,000 to the Alma Doepel Refit Fund. As you know by now she has returned and is berthed in Docklands.

In Memory of....

Keith Sanders



Keith joined the Polly 'crew' in 2002 as a ship guide and continued in this role until the museum's closure in 2006. Always reliable and enthusiastic, Keith gave many school children their first taste of life at sea. He delighted in telling stories of the ship and in answering questions to try and increase the public's understanding of shipboard life and Polly's history.

Keith was also a volunteer at the Fire Museum and he combined these two interests on the 'Steam' Day held on the Polly site in 2001. He was instrumental in having an antique fire engine actually fired up and steaming on the day.

Nothing was ever too much trouble for Keith who delighted in the time he spent with other volunteers and was always willing to do the extra tour for unexpected visitors.

Keith's contribution was only for 4 years but he certainly packed a lot of Polly volunteering into that time.

Bev Walsh



Bev Walsh came to Polly in 1984 and was an enthusiastic shop volunteer for some ten years until her eyesight began to fail and she was no longer able to continue her active contribution. She stayed as a member of the PWVA and welcomed being kept up date with her copy of Wave each quarter - even if it had to be read to her in the latter years.

As a member of the Shop Committee, Bev was involved with ordering shop stock as well as serving customers and looking after 'Polly' the cat. It was fascinating to see 'Polly' waiting at the gate on Bev's designated day, sure in the knowledge that Bev would have something tasty in her bag just for her.

A stalwart and dedicated volunteer.

From the Newspaper Cuttings.....

Wreck of “Victory”

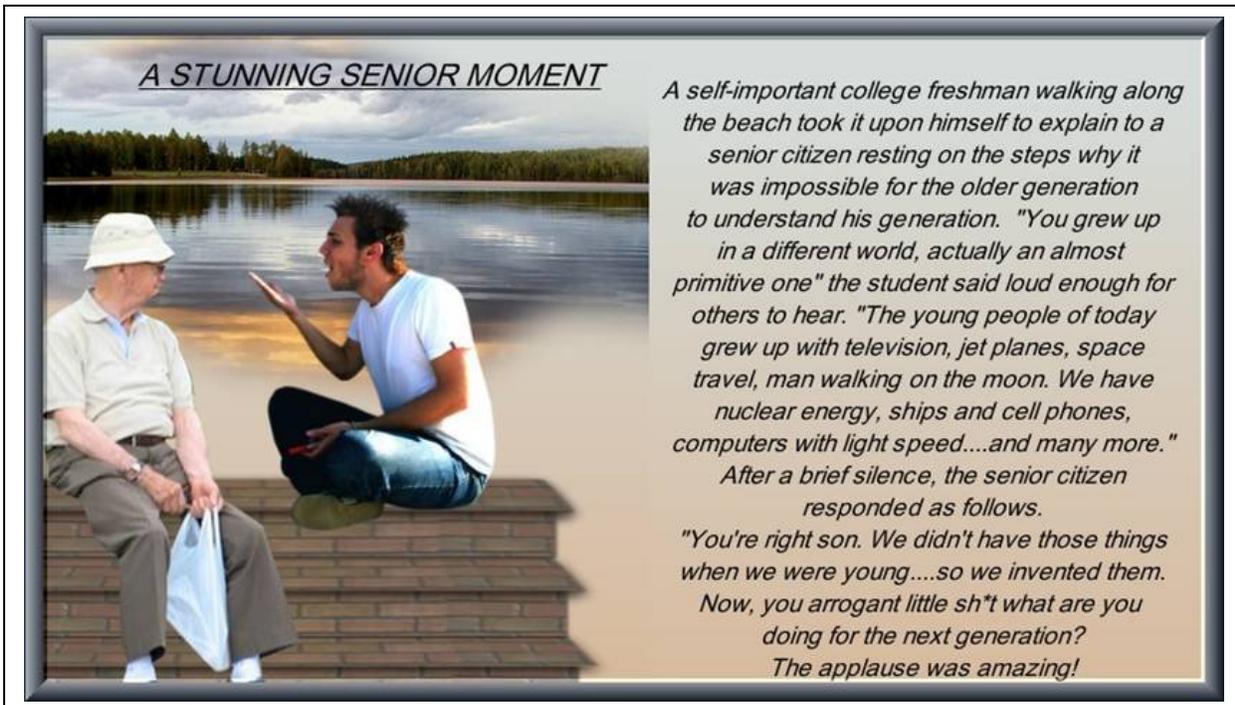
A wreck discovered by an American salvage firm in the English Channel but outside UK waters is claimed to be the “Victory” which sank in 1744 with the loss of 1,100 lives and a cargo of 100,000 gold coins which today would be worth many millions. The wreck is the fourth in the line of six ships named “Victory”. The US firm has filed for salvage rights.

Third Time Unlucky

Archie Jewell, a lookout on the *Titanic*, survived her sinking in 1912 and was posted to her sister ship *Britannic* which also sank after hitting a mine in 1916 and Archie survived that too. But his luck ran out five months later in April 1917 when his third ship, the *Donegal*, was torpedoed and sunk. Archie was 28 when he died after what could be described as a very eventful naval career.

Further News on the Titanic

A recent television documentary claims that the great loss of life after the sinking of the *Titanic* could have been prevented if her radio operator Jack Phillips had not been so RUDE. The radio operator Cyril Evans of the S.S. *Californian* which was 20 miles away tried to warn Phillips of ice in the area but Phillips who had a backlog of greetings messages told him to “shut-up”. Angry Evans switched off his radio equipment and as a result did not receive the *Titanic*’s SOS. It took about 2 hours for the *Titanic* to sink and the *Californian* could easily have reached her in time to save many of the 1,523 passengers and crew who died.



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POLLY WOODSIDE RESPONSE FORM

Name (you may remain anonymous if you wish):

Address: _____

Email: _____

Telephone: _____

1. What aspects of the interpretation aboard the *Polly Woodside* and in the museum space have worked well in the past? Why?

2. What interpretation has not worked well in the past? Why?

3. What would you like to see as part of the visitor experience at the *Polly Woodside*?

8. Are there any other comments, suggestions or feedback that you would like to contribute?

Please forward your completed form to Belinda Ensor and Nicola McColl at SHP, 5/339 Williamstown Rd, Port Melbourne, VIC 3207. Alternatively you can contact us by email at belinda@shp.net.au or nicola@shp.net.au or leave your form at the reception desk at the National Trust (Vic) office, Tasma Terrace.

Editors' Note: Please return the completed form to SHP as soon as possible. Your views are critical in reaching a decision on the future development of the site and time is short.

If you are receiving the Wave by post and have an email address, please let us know. We can email you a copy of the Wave and other notices - it saves time and money and you get a nice colour copy.

Please email your address to jacwroe@bigpond.net.au