



WAVE



Number 164 **“the ship comes first”** **March 2019**
The Newsletter of the Barque *Polly Woodside* Volunteers Association Inc.

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Committee Member: Roger Wilson, 9376 6429

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The completed Mizzen mast's mast-coat, thanks to Roger Wilson. One down, two to go.

Chairman's Annual Report for 2018

2018 has been a year of positive accomplishments, with the work continuing mainly on the blocks and running rigging, getting ready for the new top and t'gallant masts, along with their new t'gallant and royal yards. Even having Ferdie's gang, and the volunteers, all working well together on tasks that seem never ending. We'll get there!

Volunteer Numbers are fluctuating between four and up to fourteen of us getting down on Tuesdays. The volunteers being, Don Knowles, Roger Wilson, Richard Barber, Campbell McCullough coming down by train from Bendigo, Peter Allen whenever he can. Also Simon with Effie, who are doing a great job overhauling and painting the mast fittings, Ash Green was dividing her time between Polly and the Old Melbourne Gaol, week about, as well as Wayne and Damien Bette, who come down whenever their sea time allows them to. John Maxwell is still laid up at home – we wish him all the very best. Also to reassure you John, that we are saving some work for you when you are back on your feet.

Maintenance Co-ordinator: Ferdi Darley, and his team are down at their workshop near Seaworks, creating the new masts using timber laminations, similar to the masts on the Alma Doepel. On completion the masts should be re-stepped in May, giving Polly some of her graceful lines back.

Ferdie and his gang Phil, Roger, Rupert, Christian, Arthur and Tom being the regulars, have constructed the blue covers over the masts and yards on the dock, enabling us to work on them regardless of the weather.

We will not be sorry when it is finished; however there is still long a way to go.

The ship: Don Knowles is fast becoming the expert on the blocks. Ferdie has supplied him with American Oak, a beautiful hardwood, for the manufacturing of the new cheeks and slippers, as well as overhauling, painting the metalwork, then assembling them. We help when we can.

Roger Wilson is tailor-making the mast-coats (canvas covers that seal the lower masts where they pass through the deck), and has installed the Mizzen mast-coat as per the front-page. The canvas is soaked with hot water to shrink it, then has applied a number of coats of paint. Only trouble is Roger has told us this is the easy one – the others are bigger and more awkward to work around.

Also he is performing running repairs on the ship's canvas where required.

The Gaff is still out on the wharf and will stay there until the Mizzen topmast comes down to be overhauled, Then following a paint touch-up it will be ready to be hauled aloft after the topmast has been re-stepped.

Management Shara Canzano our Manager, has been the Site Supervisor at Polly since it reopened to the public in 2010. She knows the operation of the site very well and has sound knowledge of the ship (with the help of the Tuesday volunteers, over the last 8 years), is keen to be working with us. She is coming down to Polly every Tuesday when we are on site. Shara is really enthusiastic about improving the site, making it ship-shape including its security.

The 'Wave' celebrated its 40th year of publication, with many thanks to John Wroe, who was our 9th Editor from December 2003 to December 2017 (57 Waves) If it hadn't been for John there wouldn't have been a Wave.

'The Volunteer Plaques Memorial Board': Is now mounted in the 'Ship Restoration' display area of the Interpretive Centre and Roger has framed the board with rope containing fancy knots. A very nice nautical touch!

There will be a 'Rededication Ceremony' on a special day.

The Pump House: The periodic working bees at the Pump House have continued. Tasks have included the monitoring of water levels in some of the pipework, to determine degrees of water ingress. Further cleaning and painting has occurred, including portions of the cast engine columns. The engine flywheel cover has been unbolted and some initial cleaning done, prior to further cleaning and repainting in the near future.

Thanks Derek – all improvements in the Pump House are thanks to you.

The committee: As there are only three of us members of the committee – at least three new members would be warmly welcomed.

Finally, I would like to give special thanks to these few dedicated people, without whom we couldn't have progressed as far as we have:-

John Wroe, Was Treasurer, but unfortunately passed away peacefully at home on 28th September last year.

Jenny Hunter, Unfortunately Jenny has had to resign as Secretary due to health reasons. Jenny became Secretary in August 2006, was our longest serving Secretary, and will be sorely missed.

Many thanks to you Jenny for 12 years of dedicated service.

Roger Wilson, always there with his practical advice and proven negotiation skills. His seaman's knowledge and expertise are invaluable, as he is also our sailmaker

Don Knowles – whose expertise in woodworking, able to turn his hand to anything, and his ability to organise jobs, is a great asset to the maintenance and restoration of the ship. Also, you the members of the PWVA for your continuing support.

Unfortunately again, I have to finish on a sad note. In 2018 we said farewell to John Wroe:-

John joined the PWVA in 2002. Became Editor of the Wave in December 2003, then also took on Treasurer in February 2005, and did not resign from these positions.

He was a staunch ally to me giving advice and helping out over a myriad of times. If I was stuck I knew I only had to contact John for assistance. He was not just Treasurer and Editor of Wave, but was also a perfect de-facto Vice Chairman.

John and Chris also made their home available for the PWVA Committee meetings with their warm hospitality.

John was special and will be sadly missed by all the Polly Woodside volunteers who came to know and admire him.

Our thoughts are with Chris and the family

Please forgive me if there is someone I have missed.

Thank you.

Ferdi's Report to the members at the AGM:-

As you all may have heard, we attempted to stretch the funding as far as is possible and thanks to your help will have got over three-quarters of the complete overhaul completed.

This is mainly made up from, Inspection of standing rig and re-serving with a new natural looking spun yarn.

Making of new timber spars

Making and overhaul of all wooden blocks.

Re galvanising of all associated steel fittings.

De rigging and then re stepping of the two lower masts, upper and lower topsail yards and associated standing rig.

The completion of this stage will leave us with:

The main and fore mast rig will be ready to go up and the royal yards have been made.

The blocks will be $\frac{3}{4}$ over hauled but on going.

We will still need to make 2 x t'gallant masts and 2 x t'gallant yards.

This path was decided upon by Heritage Victoria as it is the best from a visual point of view which is important for the sight.

We are currently making the topmasts and when the first is completed we will move it to sight for rigging and preparation to be stepped.

This process will again require and depend on all of your valuable efforts.

Again, I am sorry for not being in attendance, enjoy the day.

Shara's Report to the members at the AGM:-

Hi everybody,

I'm sorry I can't be there this morning. There is a function at Polly this evening and I need to be here to set up.

Although I've now been at Polly for 7 years, the last 12 months have been the best for me.

We've been successful in securing more functions and events, we had a great Polly Woodstock event in January with 600 people attend and although we lost Sarah to New York and Sean to London, we have some new staff who have fit in perfectly with the Polly crew.

I can't thank you all enough for the amount of volunteering hours you have put in. I have pulled together the statistics I have taken for the number of volunteer hours done at Polly and they are fantastic! In the last 12 months, 10 new volunteers have registered with us at Polly with over 1500 hours volunteered.

We did a big recruitment drive for corporate volunteers back in July and were successful with companies such as NAB, AGL, Advantedge and Hitwise who all had employees in to help us out. Since August, we have seen 150 corporate volunteers come in to do such tasks as painting the lines and stripping back, sanding and painting blocks. We secured approximately 750 hours and are still counting.

There were no corporate volunteers over December and January but we had a group back in the first week of February to start off 2019 which was great.

In regards to the overhaul of the rig, over the last year the volunteers and ship wrights have completed the following work:

- Removed the unsafe Foremast T'gallant yard;
- Removed the Foremast Royal yard;

- Lowered the Mainmast Lower Topsail yard (necessary to access timber sections);
- Removed of all the timber sections of the Mainmast;
- Stripped the Mainmast timber sections of fittings and fixtures for refurbishment; and
- Refurbished the Mainmast rigging.

Refurbishing the rigging from the Mainmast was completed through the efforts of our skilled shipwrights guiding our regular and corporate volunteers – and they have collectively done a fantastic job.

Thank you to all of you.

Shara

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As you can see from the front page, we now have a new Vice-Chairman who lives in Bendigo and our new Secretary lives in Echuca – interesting!

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Article from ‘Ship to Shore’, The Mission to Seafarers Magazine :Spring Edition 2018

Maritime Stories: *An Historic Coincidence.*

The passenger Steamer *SS Warrimoo* was quietly travelling through the mid-Pacific on her way from Vancouver to Australia. The navigator had just finished working out a star fix and brought the Master Capt. John Phillips, the result. The *Warrimoo*'s position was latitude 0 degrees x 31 minutes north and longitude 179 degrees x 30 minutes west.

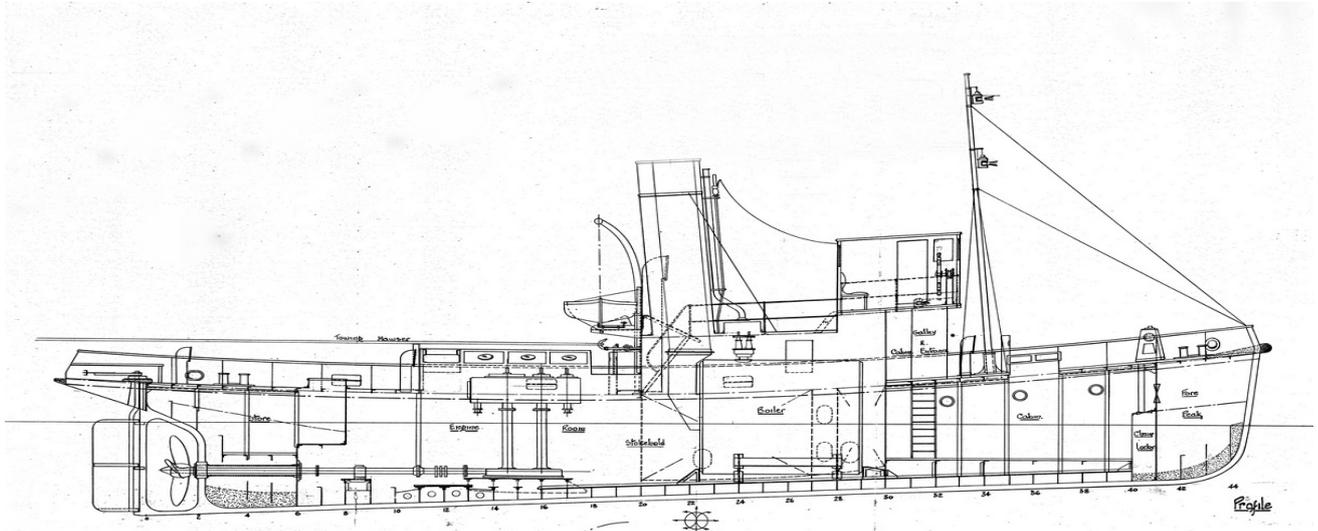
The date was 30th December 1899. ‘Know what this means?’ first mate Payton broke in, “we’re only a few miles from the intersection of the Equator and the International date Line”.

Capt. Phillips was prankish enough to take full advantage of the opportunity for achieving the navigational freak of a lifetime. He called his navigators to the bridge to check and double check the ship’s position. He altered course slightly in order to steer directly onto his mark. Then he adjusted the engine speed. The calm weather and clear night worked in his favour.

At midnight the *Warrimoo* lay on the Equator at exactly the point where it crossed the International Date Line! The consequences of this bizarre position were many.

The forward part of the ship was in the Southern Hemisphere and in the middle of Summer. The stern was in the Northern Hemisphere and in the middle of Winter. The date in the aft part of the ship was 31st December 1899. Forward it was 1st January 1900.

This ship was therefore not only in two different days, two different months. Two different seasons, and two different years but it was in two different centuries all at the same time.



Source: National Australian Archives

Steam Tug Wattle

Launched at Cockatoo Island on 27 June 1933 by Cockatoo Docks & Engineering Co. Ltd. (CODECO) on order from the Commonwealth Shipping Board

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|----------------|--|
| Length overall | 80 feet 8 inches |
| Length B.P. | 75 feet |
| Breadth | 17 feet 3 inches |
| Moulded depth | 9 feet 3 inches |
| Displacement | 120 tons |
| Speed | 10 knots |
| Bunkers | 4 tons of oil fuel with 2.4 tons of reserve feed |
| | 36 hours endurance at 300 IHP = 10 knots = 360 miles |

Engine

Single screw, compound two cylinder (HP and LP). Indicated horsepower (IHP) 300 at 134 RPM

Boiler

Return tubes main type , 2 x Deighton withdrawable furnace – 3 foot diam. X 7 feet 10 inches long. Heating surface 1196 square feet.

Over the next few editions of *Wave* to commemorate *ST Wattle's* near completion of her 10 year restoration, and to celebrate that she will soon be steaming, we will be featuring excerpts from 'Steamlines', *Wattle's* magazine, *Special History Edition*, highlighting her history and restoration.

Please note:- Subscriptions for PWVA Members of \$20 are now due.

Payments to be forwarded to the Treasurer – Don Knowles, 10 Deans Wood Road Forrest Hill, Vic. 3131