



WAVE



Number 171

“the ship comes first”

December 2020

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



Photos taken by Neil Thomas 24/11/2020

The lonely ship that awaited our return.

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Chairman's Chat:

We have done it! We are back at Polly!

It took some doing, but we convinced the National Trust that if the Wattle volunteers could work under a Work Permit, why couldn't the Polly Woodside volunteers work under the National Trust's Work Permit, which they agreed to, under Covid 19 Regulations.

Day 1, was spent working out the details, and inspecting the ship to prioritise the work to be done, which includes repair of the deck house roof.

Day 2, inspected the damage done by 'so and so's' who broke into the ship and damaged areas of the aft accommodation and the hold. We also prepared the gangway landing stair, and fitted it into place. Jeff, Richard and me. Roger and Mike are making a temporary main-mast coat to stop water leaking into the hold, while making the new mast-coat.

Day 3, was finishing both jobs off. As the port side aft accommodation door into the hold had its grille broken out, Jeff has straightened the grille in preparation to re-weld them back in position.

Day 4, we pressure cleaned and scrubbed half the deck, removing a large amount of general gunk, mould, as well as cleaned the inside of the bulwarks. Helped with the removal and stacking of various articles in the Interpretive Centre to be placed in storage for its renovation.

Please note;- 1 It has been decided that if the forecast temperature on a Polly day will be 30° C or more, we would not attend.

2 First day at Polly in 2021 will be Tuesday 12th January.

Pump House Ponderings:

Our Visit was conducted on 8th December, this being our first visit since 18th February. There was no evidence that the pump well sumps had overflowed, thereby indicating that the 2 electric sump pumps had been working - most encouraging!

Work is progressing re display and interpretation of the pair of fabricated steel beams and their interconnecting tie rods that were installed on the West HP (High Pressure) Cylinder and steam chest, after casting cracks were documented in the latter part of the dry dock's operational life. Cleaning of the floor was done to remove leaves and dust.

The display lighting was checked - only one lamp was found to be inoperative.

Derek Moore December 2020

Giving you an idea of how we found her.



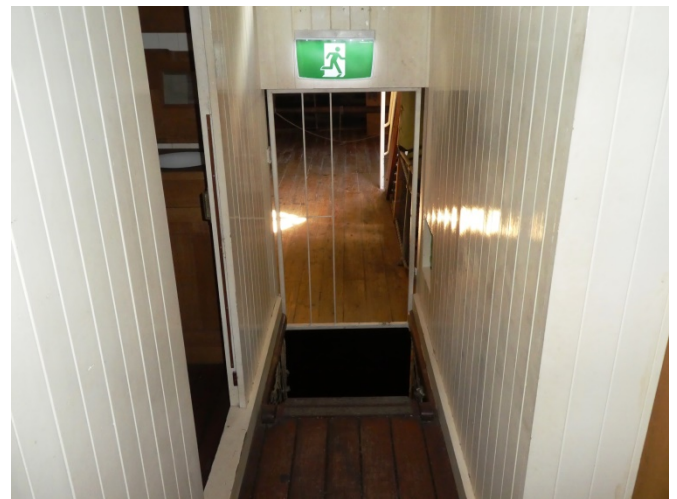
From left to right: Jeff (the Bosun), Richard and Roger going on board for the first time.



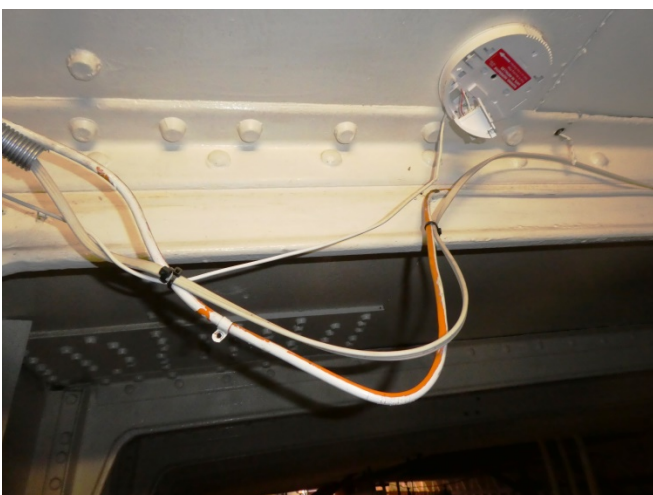
The Deck House roof – Seam in the canvas roof covering broken away.



The light bracket broken in the Salon. Fixing could be a problem.



The grille in the door broken out to gain entry into the hold.



Electrical wiring that has been pulled down in the hold.
Gangway Landing Stairs.





Renewed, and ready to go.



Setting it up.



Jeff checking it out.



Richard praying (?).



Finished.

Mission to Seafarers –Proposal's Redevelopment on the other side of the Yarra.

A NEW RIVERFRONT PRECINCT FOR OUR CITY.

Seafarers will transform the forgotten remnants of Melbourne's original waterfront into a spectacular, riverfront precinct.

Centred on an inspired reimagining of the heritage-protected Goods Shed 5 by renowned architects, Fender Katsalidis, the redevelopment will incorporate a limited collection of residences, Australia's first 1 Hotel, a state-of-the-art events venue, dining and retail.

An innovative and fresh addition to our city's vibrant culture, the new precinct will also be home to Seafarers' Rest—a 3,500 square metre expanse of parkland for the use and enjoyment of all Melburnians, all year round.

The Developer's Interpretation.



Location showplace next to the Mission to Seafarers.



Hotel location and Mission to Seafarers.



No.5 North Wharf Shed with all cladding removed



Artist's Impression of the completed development.

Who is the Deputy Chair of PWVA? And why he became a Polly VOLLIE? - By - Campbell McCullough

Seventy-six years ago, he “arrived” in a small Irish town called Donaghadee (don-agh-a-dee). It boasted, and still does, a harbour, a Lighthouse, an RNLI Lifeboat, and looks out on a group of 3 islands approximately 2 nautical miles off the coast. Where is it? Well, on a clear day, when it’s not raining that is, you can see Scotland – in fact, at night from my bed I could watch the cars come down the hill into the Scottish town of Portpatrick. Still no wiser? Well, the two towns were the ports at each end of the earliest Scotland / Ireland shipping route, chiefly because it’s only a distance of 15 nautical Miles. Due, however, to the constant Atlantic battering, the Scottish harbour was constantly damaged, and the arrival/departure port was moved to Stranraer, at the end of a long Loch (or Lough if you use the Irish spelling). So, the Irish port was also moved 20 miles north to **Belfast**. Perhaps the link to Polly is becoming clearer.



Back however to the young Campbell. By the age of 8, I was rowing boats around the harbour, sailing my hand-built model yacht and being part of the Junior Boys Brigade. I helped with the hiring of several clinker-built rowing boats – mostly to tourists mostly from Belfast. Within a couple of years I was helping out on the “motor boats” transporting holidaymakers during the day to the biggest of the islands – Copeland. Morning and evening it was fishing trips on the Irish Sea, chiefly for cod and whiting. As I moved into my Grammar School years, and with the

summer over, it was more serious commercial fishing - scallops (or clams as we called them) – lobsters with the lovely big nippers.



I was crewing on ‘Laura’, a 40-foot open boat, with small forecastle, (useful when grabbing a hot cup of tea) powered by a Kelvin 35 horse power petrol/paraffin 4 cylinder engine. Start on petrol, switch to TVO when warmed up. At the end of a day, we would bag up the clams, 12 dozen per bag and to be sold for 3 shillings a dozen (30 cents a dozen Australian)!!!!

The ‘Laura’ was also used to take one Lighthouse Keeper out to the furthest island (Mew) each Friday morning, winter and summer whatever the weather. And the Irish sea can be somewhat daunting in an open fishing boat even in summer. We would bring one of the three light-keepers on the island back for his week ashore. The lighthouse system in all parts of Ireland was managed by Irish Lights and not Trinity House as in the rest of the UK.

A shipping strike in the early 1960s with no cross-channel ferries running meant that the small fleet of open boats at D’dee were called on to carry 12 passengers to and from Ireland and Scotland. We ran day and night. At the end of the week, I was paid the princely sum of 10 pounds! I was rich. I wore a ‘proper’ white topped hat as engineer.



I also made my first ‘solo’ overnight voyage from Scotland to Ireland – helping a stranded ‘mariner’ in a 20 foot cruising boat, engine stuck in first gear. The owner on board knew nothing about sailing, gave me a bar of chocolate, and an aircraft compass (I think it shows North, he said, before lying down and going to sleep!) With 3 islands – unlit except for Mew and 2 lighthouses it was quite a challenge - I was very proud when I arrived back in our harbour at 3 am. The “accompanying” Laura had just sailed off into the night.

While at Uni in Belfast, I would often manage to get on board various small coastal vessels, sailing from Belfast to Liverpool, or up and round Scotland, through the Pentland Firth (just south of Scapa Flow) and on to Newcastle. No paperwork to sign, just let the Captain know I would stand my turn on the wheel, giving a bit of relief to various crew members and kip down in the little sick bay cabin.

Married and living in Torquay, we applied to come to Oz and in 1978, left a snow-covered England and arrived in Perth on a scorching St Patrick’s Day. *(to be continued – unless being on the receiving end of negative comments!!!)*

Campbell

Venice's Controversial Inflatable Floodgates Save City for the Second Time

The barriers may not be permanent solutions, but they've now protected Venice from two floods this October 2020.



On October 3, it was reported Venice's new barrier system protected the city for the first time from high tides and severe flooding by blocking the water from surging into the lagoon and over the island. But last Thursday, the barriers once again shielded Venice from a 4.6 foot tide that could have flooded half the city.

Last year, Venice declared a state of emergency when it experienced its worst floods in 50 years. The flooding caused more than \$1 billion in damage, and parts of the city were left under six feet of water, including St. Mark's Basilica, a nearly thousand-year old cathedral. This time, the high tide could have wreaked havoc on the small island, but the barrier system of 78 floodgates-known as '*Mose*'-successfully kept Venice's winding alleyways and historic squares clear. Instead of flooding, the tide within the lagoon only rose by 1.7 feet.

The barriers are designed to stay at the bottom of the lagoon until they are activated, at which point they fill with air and then rise to the surface. The large yellow walls then seal off three of the lagoon's inlets, shielding the island from high tides. The barriers can handle floods of up to ten feet.

The floodgates had been tested before in less threatening conditions, but October 3 was the first time authorities "raised them to defend Venice," Alberto Scotti, the engineer who designed the floodgates, told earlier this month. The construction firm has until the end of 2021 to finish the floodgates. Until then, they will be used when the tide is estimated to be higher than 3.5 feet; after it is fully operational, it will protect against 4-foot tides.

'*Mose*' has been in the works since the 1980s and was supposed to be completed by 2011. Cost overruns, corruption and pushback from environmental groups delayed the highly anticipated project. However, time is running out for Venice as it simultaneously sinks and battles rising sea levels. The city was originally built on a muddy lagoon using weak foundations, causing it to slowly sink into the sea. Plus, rising tides as a result of climate change have flooded the city repeatedly, damaging its historic buildings, quaint shops and packed rows of homes.

Despite the success of the floodgates so far, some say that they aren't a sustainable solution and that it could have serious environmental ramifications. For example, when the barriers rise, they seal off the lagoon from the rest of the ocean, turning a free-flowing channel into a closed-off swamp. This barrier will deplete the water's oxygen levels and prevent pollution from flowing out of the channels.

“With climate change, there's a chance that the floodgates could be employed 150 to 180 days a year, becoming an almost fixed barrier and severing the lagoon's relation to the sea,” Cristiano Gasparetto, an architect who opposes the project, told the *New York Times* earlier this month. “If the lagoon is cut off from the sea for long periods, it dies, because the natural exchange of waters stops, and all of its organic life risks decaying. If the lagoon dies, Venice dies.”

Maritime Heritage – Outrageous Neglect at Seaworks. – *Articles from MMHN Oct. 2020 Update.*

First came the heritage disaster as a result of shameful neglect by Development Victoria of the iconic Central Pier at Docklands – and now news of the wharves of Williamstown crumbling. Glenn Jones, EO of Seaworks, reports (Sept. 2020) that a section of **Boyd Jetty** in Williamstown has collapsed, with one side of the pier subsiding, leaving all three piers at **Seaworks closed** amid concerns for public safety.

Commissioners' Jetty has now ceased to operate as a berthing facility due to structural issues and **Workshop Pier** no longer has vehicular access. The **Seaworks Foundation** has been leasing the former Melbourne Harbor Trust site from Parks Victoria (PV) since 2006. As is the case for Central Pier, a State government authority has once again been responsible for the neglect of maritime heritage infrastructure.

Boyd Pier was initially constructed in 1920, reconstructed in 1950, and although, under State government ownership, no significant infrastructure work has been done since the late 1990s. The most galling element in this sad saga is that the 2017 Seaworks infrastructure review showed that Boyd Pier was already in a poor condition and it has now deteriorated so badly that barricades with warning signs are required. As is always the case with land-focused authorities, DV fails to understand that timely maintenance on all water infrastructure is far cheaper than attempting to rectify long-term neglect.

All three jetties in the Seaworks precinct require significant multi-million-dollar investment to enable continued operation as a working maritime precinct, e.g. repairs of piles, crossheads, bearers and decking and replacement of capping and ladders. These piers are all well-loved and well used by the community and commercial operators alike. They are irrefutably of social, as well as economic, benefit to our State, useless if shut to school groups, university students undertaking research, Metropolitan Fire Brigade, Water Police, Search and Rescue, performance artists – and the public! A sad situation indeed.

The Graving Dock at Williamstown

This remarkable maritime heritage infrastructure is rarely given its correct name: the Alfred Graving Dock. In 1868, as part of the first royal tour of the Australian colonies HRH Prince Alfred laid a memorial stone at the site. It was a serious investment as befitting a key maritime city in the far reaches the Empire – total cost exceeded £300,000 and it was the largest works undertaken by the Victorian government at that time. It gained international renown, not only a key facility for naval and mercantile shipping but as a work of engineering. The Dock made a vital economic and social contribution to Victoria.

