



WAVE



Number 179

“the ship comes first”

December 2022

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



The Welcome Return. Roger Wilson's Long Awaited Assessment of Polly (escorted by Richard).

Photo by Jeff Melancon

Contents:-

Page 2. Chairman's Chat. Page 3. Manager's Annual Report.
Pages 4 & 5. The 17th Century Warship 'Applet' has been Discovered in Sweden.
Pages 6.-8. The Ship That Tried to Warn the Titanic Has Been Found.

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Chairman's Chat:

We had a welcome stranger pay us a visit on Tuesday 15th November., Roger Wilson, who has been incapacitated for such a long time. He inspected the ship and is keen to return in the near future, once his rehabilitation is completed. We are really looking forward to it.

Our Bosun, Jeff all set to join our Christmas Lunch has been shanghaied to W.A. for isolation before rejoining his ship. It was really great having him back for two Tuesdays.

With the Tuesday volunteers down to three or four when Mark can come (Musketeers?), Richard Barber, Mike Ridley, Mark and me.!

School groups coming through still can disrupt our planned work.

Mike has completed his restoration of the fo'c'sle step rails The Mudlark can rest from dive-bombing.

Mark and I have reinstalled the fresh water pump on the main fife rail.

The gaff is ready to be placed in safe keeping – wrapped up ready to go – only needs sufficient volunteers to carry it into the auditorium. .

Unfortunately Polly is still very lonely and looking very woebegone, but she is slowly improving.

The Christmas party was a great success with 8 of us – Fran & Roger, Mark, Mike, & Michael Porter from Moama, Derek, Anne and me, with 6 apologies. 14 next year?



Our Latest Email from our Manager Kathleen Toohey sent Wednesday 14th December.

Hello Team!

Thank you to those who were able to attend the Christmas Lunch yesterday, it was nice to sit down and enjoy some nice food and have a good chat.

Due to the closeness to Christmas and most of the team stating they will not attend next Tuesday 20th, Maddy and I will also no longer be there, we now have to be at the Gaol instead. So Polly will not be open next Tuesday 20th December, so please enjoy your Christmas break with your family and friends.

We will be back on-site on **Tuesday 3rd January 2023**, up to you if you would like to come by, no pressure there at all but we will be onsite anyway.

Big thank you to all of you for all of your hard work and commitment to Polly over the past year, I believe we have made some good strides and got a fair amount of work done on Polly herself, but also the site in general.

For example;

- ✓ The Museum/Function space was completed.
- ✓ The wharf decking steps were fully replaced.
- ✓ A set of steps to the poop deck were recreated and installed.
- ✓ The side gate was re-welded after snapping its hinges.
- ✓ Security increased with nightly patrols.
- ✓ Air Conditioning, Water Filters, Pest Control, Sanitary Waste, Radios and Fire Safety all up to date and regularly serviced again.
- ✓ The damage in the Aft Accommodation from a break in has been all sorted including cushions recovered, paintings reframed, table sanded and stained, perspex barriers remade and installed.
- ✓ The space became Covid ready with sneeze guards, hand sanitiser and supplies installed.
- ✓ Lots of new staff has been trained.
- ✓ Education was very popular all year.
- ✓ Reopened once a month for Open Days and starting another Pirate Day this month.
- ✓ Marketing Photoshoot and an increase of Polly being featured across internal marketing.
- ✓ Upper yards now have a stand and can wait out their time inside and away from the elements.
- ✓ The glass sliding doors were fixed and serviced.
- ✓ Full electrical upgrade including test and tag, made safe cords, broken fittings replaced etc.
- ✓ Faulty fire hose reel replaced and leaking pipes fixed.
- ✓ BMT out to survey the ship, found to be in good condition for current use of floating museum (?).
- ✓ **Maintenance info and schedule also provided to assist with current plan (will provide more info on this next year).**
- ✓ Collection Cleaning Training session organised.
- ✓ Hosted National Trust Branches Forum, Education PD Session and the National Trust Board Meeting.
- ✓ Sacrificial Anodes completely replaced. To be on a bi-annual contract.
- ✓ Handrails to the foredeck all treated, re-roped and repainted.
- ✓ Fresh water pump replaced on the Main-mast fife rail.
- ✓ Mast-coats manufactured and installed.
- ✓ Not to mention all the filling, rust management, sanding, oiling, painting, deck repairs etc. that have been done throughout the year, and also the contract to make and install the new deckhouse roof.

That's a lot of stuff! And there is more to come, you should all be very proud of your contribution, we are so grateful!

Merry Christmas all and see you in the New Year!

Kathleen Toohey

Operations Manager | Old Melbourne Gaol and Polly Woodside

National Trust of Australia (Victoria)

Editor's Note:- Many thanks Kathleen, and Maddy for a positive year. Could it be the tide has turned?

Germain

Archaeologists Discover Lost 17th-Century Warship ‘Äpplet’ in Sweden.

It is the sister ship to the famous ‘Vasa,’ which sank within minutes of setting sail



Äpplet, port side by lower gun deck Courtesy of Jim Hansson, Vrak / SMTM

Swedish marine archaeologists have discovered the long-lost sister ship of the *Vasa*, a 17th-century warship considered one of the Swedish navy’s biggest achievements that sank soon after setting sail, per a statement from the Swedish Museum of Wrecks.

With the help of the Swedish navy, the museum’s archaeologists surveyed a strait at Vaxholm, an island near Stockholm, where they first found the shipwreck last winter

“Our pulses raced when we saw how similar the wreck was to *Vasa*,” says Jim Hansson, a maritime archaeologist at the museum, in the statement. “Both the construction and the powerful dimensions seemed very familiar. The hope of finding one of *Vasa*’s sister ships was sparked within us.”

Using the ship’s technical details as well as wood samples and measurement data, the team of archaeologists confirmed that the shipwreck was *Äpplet*, *Vasa*’s sister ship, according to the museum.

Unlike the *Vasa*, which sank within 20 minutes of setting sail in 1628, *Äpplet* (which means “the apple”) launched in 1629 and remained in service for about 30 years. In 1659, after an inspection concluded that the ship was not worth repairing, officials intentionally sank it.

Shipbuilder Hein Jacobsson constructed both vessels around the same time. But even before the *Vasa* set sail, Jacobsson worried that it was too narrow and likely to be unstable. With that in mind, he tried to correct those flaws in *Äpplet*.



Today, *Äpplet*'s sister ship *Vasa* is on display at the Vasa Museum in Stockholm, Sweden. Jonathan Nackstrand

Named after the house of *Vasa*, the Swedish royal family at the time, the 225-foot ship was fitted with 64 cannons, 3 masts and over 700 hand-carved wooden sculptures and ornaments. Many of the cannons sat on the ship's upper decks, making the vessel's centre of gravity too high and ultimately hastening its demise. It sank on its maiden voyage outside Beckholmen, a small island in central Stockholm, Sweden, claiming about 30 lives. In 1961, a salvage operation recovered the *Vasa*. Today, it is on display at the Vasa Museum in Stockholm.

In 2019, archaeologists at the Swedish Museum of Wrecks thought they found *Äpplet* after discovering two other shipwrecks at Vaxholm. But surveys soon revealed that they were the *Apollo* and the *Maria*, both from 1648. Still, the archaeologists continued the search until their successful discovery last year.

“This will help us understand how the large warships evolved, from the unstable *Vasa* to seaworthy behemoths that could control the Baltic Sea—a decisive factor in Sweden's emergence as a great power in the 1600s,” says Patrik Höglund, a maritime archaeologist at the museum, in the statement.

Äpplet sailed toward Germany when Sweden joined the Thirty Years' War, carrying about 1,000 men. The vessel was also part of a project by the Swedish navy dating back to the mid-1500s to block a narrow strait off Vaxholm: In 1659, officials sank it—along with nine other large Swedish ships—to serve as part of an underwater barrier that would inhibit enemies from getting to Stockholm by sea.

Hansson says the ship's discovery will allow experts to analyse differences between the designs of the *Vasa* and *Äpplet* and gain a better understanding of how Swedish shipbuilding evolved. “The find is also valuable for those who want to uncover a new piece of exciting history through the old ship,” he adds. “*Äpplet* is part of our cultural heritage, so we're arranging a lecture at the museum where we tell visitors more about *Äpplet*.”

Researchers will make a 3-D image of the *Äpplet* wreck, Höglund tells CNN's Hafsa Khalil. Because it is in a protected military area, the team has no plans to recover it.

Editor's Note, November 8, 2022: This story has been edited to clarify that the *Vasa's* centre of gravity was too high.

Article from Smithsonian Magazine September 30, 2022

Sarah Kuta

The Ship That Tried to Warn the Titanic Has Been Found

Scientists discovered the S.S. *Mesaba* in the Irish Sea—with the help of multibeam sonar



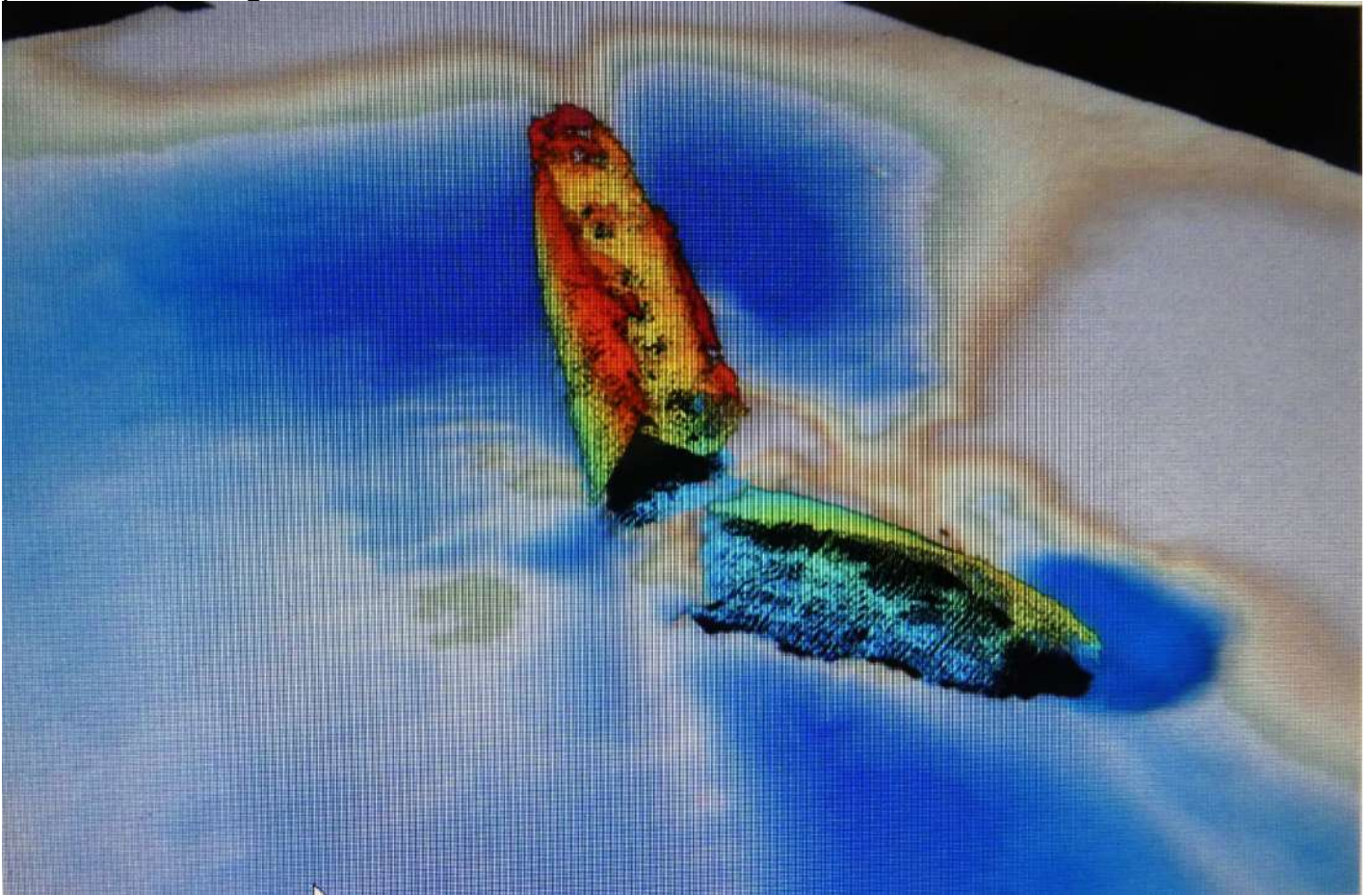
The S.S. *Mesaba* Courtesy of State Library of Queensland / Bangor University

On April 15, 1912, the crew aboard the S.S. *Mesaba* tried to warn the R.M.S. *Titanic* about dangerous icebergs floating in the Atlantic Ocean. The *Titanic* received the precautionary message, but it never reached the bridge. The rest is history: Later that night, the supposedly unsinkable *Titanic* struck an iceberg and sank, becoming one of the most well-known shipwrecks of all time.

The *Mesaba*, meanwhile, continued its service as a British merchant steamship for the next six years, until a German submarine blasted it with a torpedo in 1918, killing 20 people on board.

While scientists have had hunches, they didn't know exactly where the *Mesaba* sank—until now. Researchers at Bournemouth University and Bangor University in the United Kingdom say they've finally discovered the wreck of the *Mesaba* at the bottom of the

Irish Sea, they announced in a statement this week. One of the scientists involved, Innes McCartney, is also the author of *Echoes From the Deep*, a new book about the process of finding the *Mesaba* and other wrecks.



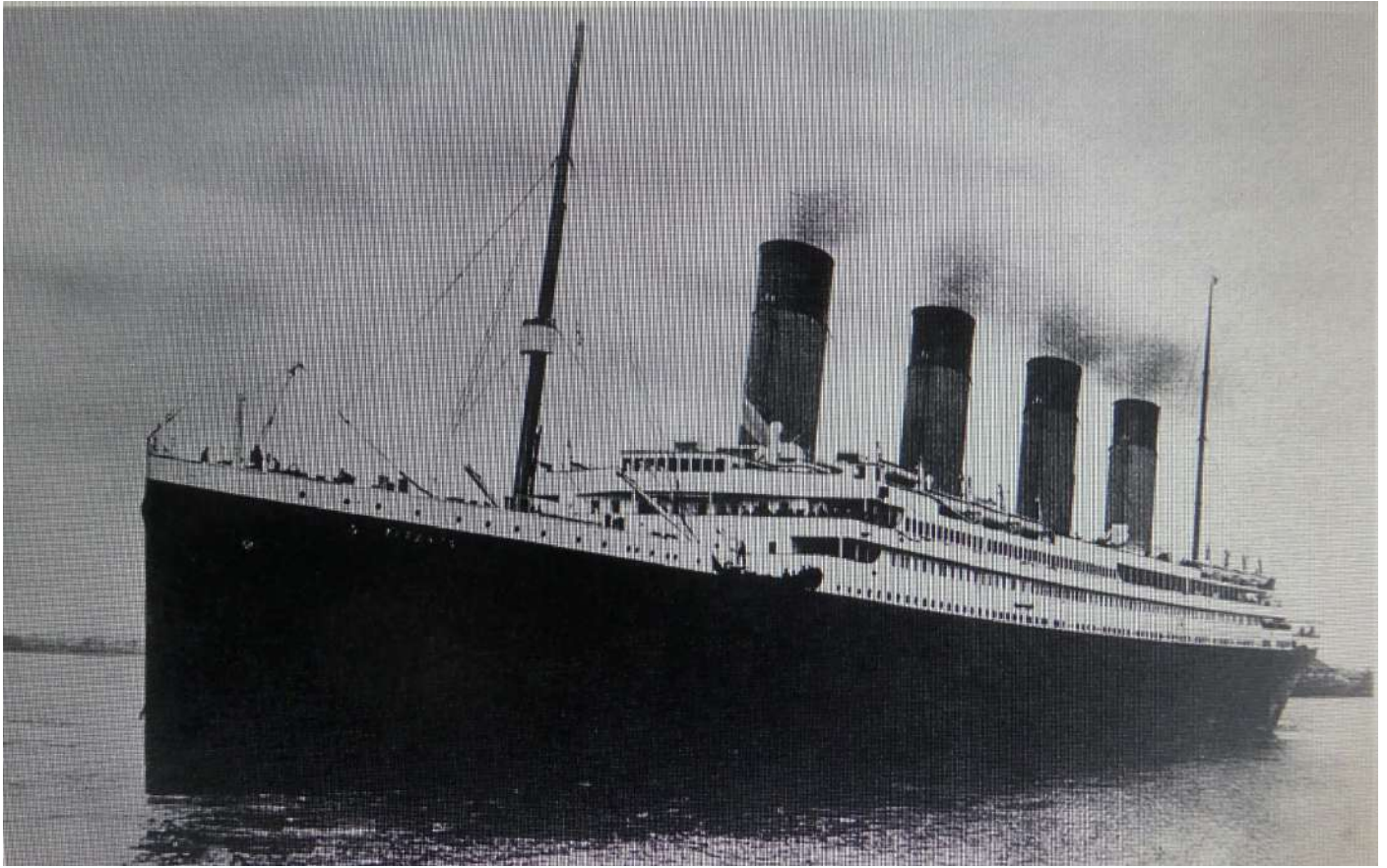
The multibeam sonar scan of the S.S. Mesaba Courtesy of Bangor University

To locate the vessel's remnants, scientists turned to multibeam sonar, an innovative technology that can map the seafloor using sound waves. While aboard the *Prince Madog*, a research vessel built in 2001, the scientists used multibeam sonar to identify and scan 273 shipwrecks—including cargo ships, submarines, ocean liners, tankers, trawlers and other vessels—spread across 7,500 square miles of the Irish Sea. Then, they cross-referenced their finds with information from the U.K. Hydrographic Office's database of wrecks and other sources.

The researchers say multibeam sonar is an efficient, low-cost tool for imaging shipwrecks and should be of "key interest to marine scientists, environmental agencies, hydrographers, heritage managers, maritime archaeologists and historians," per the statement.

"A lot of these wrecks are in deep water," Michael Roberts, a maritime geoscientist at Bangor University, tells CNN's Amarachi Orié and Christian Edwards. "There's no light down there, so you cannot see much at all."

Multibeam sonar, on the other hand, is “a way of really effectively visualizing, using sound, to see something you cannot see with the naked eye—like an ultrasound during pregnancy,” he adds.



The *Titanic* on her maiden voyage Photo by Bettmann / Getty Images

Built in Belfast beginning in 1909, the *Titanic* was the most luxurious ship of its time. When it began its maiden voyage from England to New York City in April 1912, the ship was transporting passengers from a range of backgrounds, from poor immigrants to wealthy elites.

The vessel collided with an iceberg off the coast of Newfoundland and sank in less than three hours. All told, some 1,500 passengers and crew members died.

The *Titanic*'s short life and tragic end quickly captured the imagination of the public and became the subject of many poems, books, documentaries and movies. In 1985, a crew of oceanographers found the remains of the *Titanic* and captured the first underwater images of the ocean liner, further reigniting interest in the then-73-year-old wreck. Since then, more photos and videos have emerged, including 8K-resolution footage released earlier this year.

“[T]he *Titanic* is the first great disaster of the electronic age,” wrote Rick Archbold for the *New York Times* in 1999. “And still the greatest.”