



WAVE



Number 157

“the ship comes first”

Jun 2017

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

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40th BIRTHDAY EDITION OF WAVE



Chairman's Chat

Beat the drums and sound the trumpets – this month in June 2017 our 'Wave' is 40 years old. The first Wave was published by Vin Darroch in June 1977 – that is scary!

Polly, at present, is not looking her best. However it is all worthwhile, for we are seeing work aloft for the first-time in ages. As you are aware the fore-royal and t'gallant yards have been brought down, as well as the main royal, t'gallant and upper topsail yards. Add to this both the main topmast and t'gallant masts – not quite her elegant self. On completion of the restoration of the main mast, it will be the foremast's turn.

Ferdie and his gang Phil, Roger, Rupert, and Tom are the regulars, with more being enlisted when required. They have constructed covers over these masts and yards, which will enable us to work on them regardless of the weather.

Don, Richard John, and I have been removing most of the fittings from the masts and yards – some with great difficulty, but only a few have sheared off. These will either have to be repaired or replaced. When we have trouble removing a fitting one of Ferdie's gang will come to our assistance. Looking at the standing rigging etc. that has been brought down there will be a lot of work to be done before it can be restored

The masts and yards have many shakes in them, but Ferdie says these aren't the problem – the problem is when the water gets into the core-wood, it rots the soft wood in the centre, mostly without any indication of this appearing on the surface. There are a couple of suspicious places, so here's hoping!

The number of volunteers are steady with about fourteen of us getting around the table on Tuesdays. The volunteers being, Don Knowles, Roger Wilson, Richard Barber, Campbell McCullough coming down by train from Bendigo, Peter Allen, Todd Gardiner and D'Arcy Wells. Also Simon with Ash his Carer, who are continuing to do a great job overhauling the sheave blocks. Ash Green who divides her time between Polly and the Old Melbourne Gaol, week about, is now working with Wayne and Damien Bette, whenever sea time allows them aloft on the mizzen ratlines,. John Maxwell is laid up at home – we wish him all the very best, and to reassure you John, that we will save some work for you when you are back on your feet. Also Richard sets off on his trip to the UK and Europe soon.

Roger Wilson is doing lots of canvas repair work, and now has a keen apprentice, D'arcy Wells who divides his time working with him, and on the masts and yards.

The Gaff is out on the wharf with most of the fittings replaced – amazing how much extra room there is in the workshop/mess room now. After a paint touch-up it will finally be ready to be hauled aloft.

Work on the Memorial Plaques board has had to be put aside with a good two-thirds of them fitted. However we have received seven new plaques, and hope to fit them soon. Roger's idea to frame the board with rope containing fancy knots, will look great. A very nice touch!

Shara Canzano, our new Manager, has settled in well, and is coming down to Polly every Tuesday when we are on site, and is really getting stuck into improvements on the site.

Neil.

To commemorate this 40th year 'Wave' anniversary we have enclosed articles from the first 'Wave' and the 20th Souvenir edition.

Maru

All Japanese merchant vessels are suffixed with the word Maru meaning 'round'. Up to the late 1950s it was generally supposed by Japanophiles that Maru was used because it was first present in the name of 'kwampaku' (Prime Minister) Toyotomi Hideyoshi's (1537 – 98) ship '*Nippon Maru*'. Historians thereafter noted that this could not be so, for the vessels of the Ashikaga 'Shogun' Yoshimochi (1367-95) also bore the title; two of his vessels, for instance, were called '*Gessho Maru*' and '*Maru Maru*'. It has been suggested that the use of Maru became traditional from the custom of attaching the word – sometimes Maro – (as an endearment) to personal possessions from swords to castles. Indeed the centre part of a Japanese 'shiro' (castle) was the 'Hammaru' ('centre circle'). Today the tradition is retained and helps to identify the role of Japanese vessels. Thus, 'Nagato Maru' is a merchant vessel, but 'Nagato Kan' would be a warship; indeed, the latter was a battleship of the fleet of Admiral Isoroku Yamamoto (1884-1943) at the Midway attack of WWII.

Source: From 'The Nautical Magazine', March 1993.

The Birth of the American Frigates

The American War of Independence stimulated ship development in the New World. American shipwrights studied European warships and their own Baltimore clipper merchantmen before starting work on their own fleet. Their choice of vessel was the frigate. They could not hope to build enough capital ships to match the British Navy in a pitched battle. But they could and did create a small navy of fast frigates which were unequalled, and which inflicted damage and confusion on the British out of all proportion to their size and number. The most famous '*Constitution*', was 62.18m (204ft) long overall, 13.26m (43.5ft) in the beam, and displaced 2200 tonnes. With 30 cannon on the gun-deck, 22 carronades (short range wide bore guns aptly named 'Smashers') on forecastle and quarterdeck, and a startling top speed of 13.5 knots, she fulfilled her designer's promise that her commander should have it in his power to engage any ship or not as he thought proper. '*Constitution*''s most notable victory was over the British frigate '*Guerriere*'. Affectionately known as 'Old Ironsides' she has been restored and is berthed in the Boston Navy Yard.

Source: Johnathon Rutland, All Colour World of Ships, Octopus Books Limited, London



The Main Mast looking a bit bare!



The main topmast and yards.



Fore t'gallant yard. The break can now be clearly seen in the yard.



Close up of the rot in the fore t'gallant yard



Main T'gallant mast (this will give you an idea how big it is).



Main T'gallant mast from the dock.



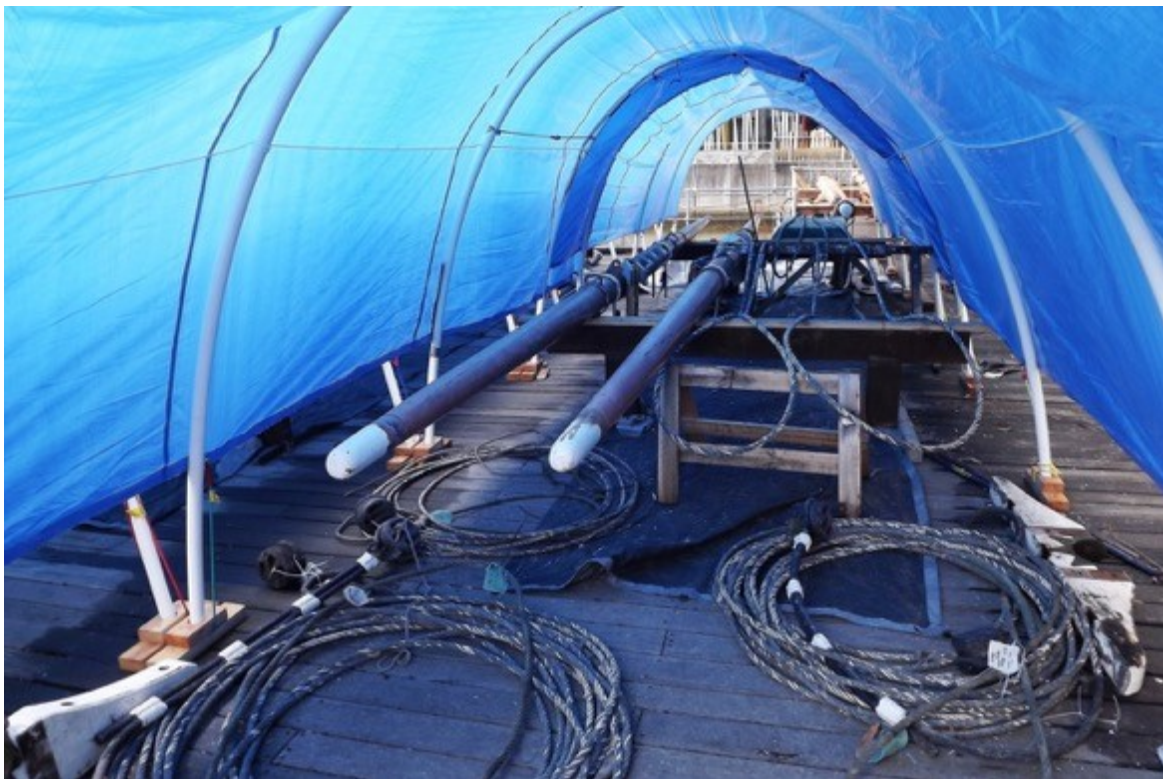
Don and Richard removing yard fittings – sorry Richard I didn't mean to behead you.



Ash (on left) and Wayne (on right) working on Mizzen ratlines



Mast and Yard Shelters



20TH BIRTHDAY

SOUVENIR



VOL. 1 No. 1

JUNE 1977

Barque "Polly Woodside"
Volunteers' Association

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THE WAVE THAT WAS
Recollections of the Early Days

Fen Hall

Vin Darroch was the first volunteer to think of producing a newsletter. This was to try to keep the volunteers on the ship informed as to what was going on, and also, because a lot of research overseas had been going on, to inform those folk concerned about what we were doing.

That first edition was a bit of a hoot. In fact, the differences between it and the current ones are quite astonishing.

All the volunteers thought that first one was a bit of a ripper, so it was decided that it should be brought out bi-monthly. Very good, but who was going to do it? Vin said he couldn't - he didn't have the time (I reckon he was well into his write up and research for his book on the Polly by then). So he and Jonesy got their heads together and I was conned into the job of producing the next newsletter. That wasn't the only thing Vin had in mind - he had in mind a logo for the Polly Woodside Volunteers' Association, that could be used as a badge and as a letterhead. Could I do something about this also?

When we were down at No 9 South Wharf we started up a small museum. To show visitors that there was such a place, I did a painted sign. It was an eighteen-inch round plaque - white background with a blue silhouette of Polly with her foremast bareheaded. This was mounted on the door with the word "Museum" underneath. I suggested to Vin that we use something like that, and put a lifebuoy around it with the words "Polly Woodside Volunteers' Association" printed on the lifebuoy. Vin and the Committee agreed, and this became the logo that has appeared on the cover of "Wave", on Volunteer badges and on letterheads for the Association ever since.



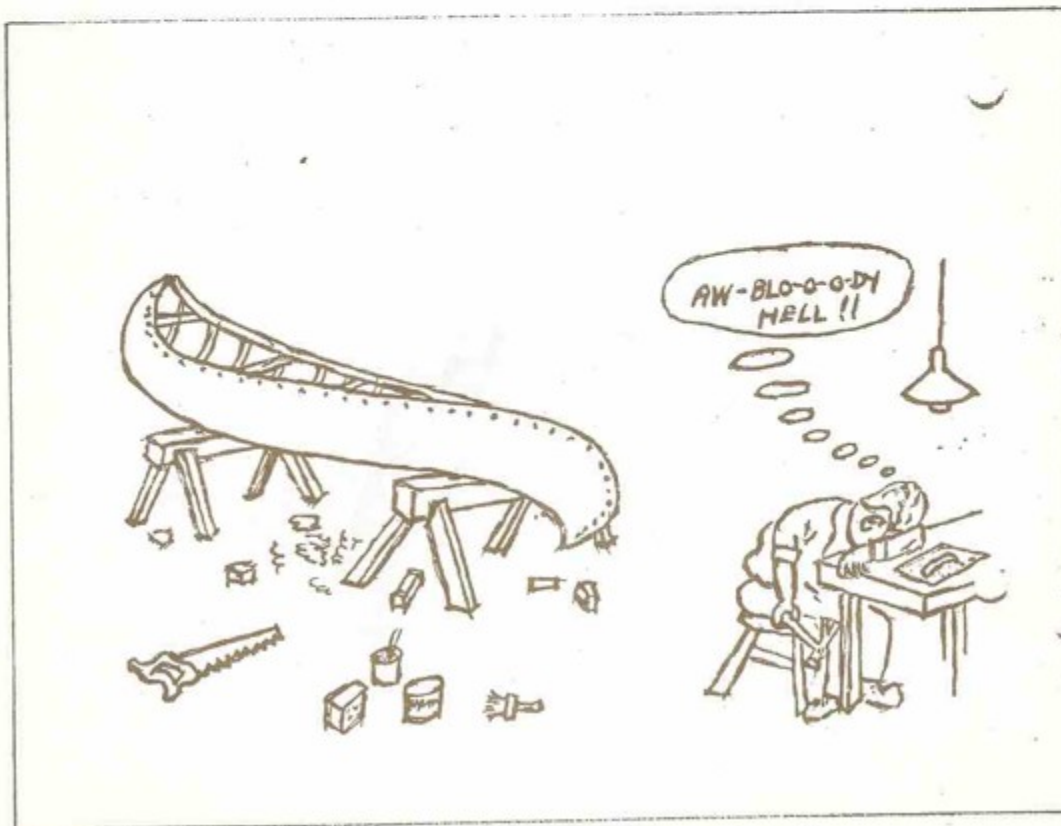
Logo for P.W.V.A.

- designed by Fen Hall

I took on the job of producing the next newsletter, and did so for the next five years or so. They didn't always come out bi-monthly - no one was retired in those days, and quite a few of us had to go interstate for our jobs. So any time that could be spent - you worked on the Polly. To a lot of wives, Polly was that other woman in their lives! In fact, Biddy Steele whose husband spent countless hours working on the ship, once commented: "Look at the beautiful stern on Polly. I wish it had legs so I could kick it right up the arse!"

For a while we got by with simple finger typing and an old copier that had seen too many birthdays. Then a lovely lady by the name of Kathy Winch hove up and became a volunteer. This lass just happened to be the secretary to the editor of "Post". Ha ha! The penny dropped. Not only was she a very capable worker on the ship - as good as any man, for the work was hard and dirty - but she agreed to help out with the newsletter.

The way we worked it - I would gather all the news and items to go into the "Wave" - short yarns, jokes, histories, cartoons etc. I always tried to make each edition about the same amount of pages and do a preliminary set out. Then I would get it to Kathy for her perusal and checking of spelling. She would then - bless her heart - con the "Post" to do the printing, then back to us for stapling.



Cartoon from "Wave" No 5 March 1978

- by Fen Hall

We had folk like Jack Davey, with his history concerning all those bells in the museum. He was about the best bowerbird I've ever come across when it came to securing those bells for the museum! Each one is a 'firstster' - original bell from the first ship of its type. He would give the ship's dimensions, tonnage, power, where it was built, its history - and he would have one of those write-ups for just about every edition.

Arthur Woodley was very good also - his many yarns of ships and the sea were appealing to any one of the volunteers. Then there was Vin of course, with his 'nuttty dits' and jokes. And a lot of humourous bits and pieces used to come from the 'Gate'. Remember Joyce Lambert? I think she spent three or four years on the Gate. Yep - others did that chore also - but nowhere near as much as Joyce over that time. One of her 'heard-at-the-Gate' yarns: Dad was bringing his young son to see the Polly. "Jeeze, Dad, "Polly Woodside" must have had a really powerful radio! Look at the size of her aerial!"

Bob Burnett, one of the guides whose favourite place was on the poop, also overheard some gems. One day, at the helm, a group of not so young people were discussing how you could steer the ship if you were looking back over the stern. So up goes Bob to the group and says: "Well, when she was sailing she had two great big mirrors - one there on the port and one there on the starboard. Then he would look into them and see where the ship was going - just like rear vision mirrors on cars, only these were forward vision mirrors!" Then Bob would get dinkum and tell the folks how the helmsman would stand on the weather side of the wheel - checking the compass - but mainly watching the luff of the sail.



Cartoon from "Wave" No 21 August 1982

- by Fen Hall



LETS GET THIS STRAIGHT, DARROCH -
AFTER YOU HAD A BATH, WHICH
PLUG DID YOU PULL OUT?

ANON

Cartoon from "Wave" No 17 June 1981

- by Fen Hall

When one spent the time working on the Polly, working with the numerous volunteers and seamen, there were many interesting things and characters that could be written about. 'Tops'l Lennie' was one of those characters - but that's another story. Another thing that made it easier to get material was that in those days, the ship was being restored - people could come back two, three times a year and readily note the differences - in fact a lot did do just that. I guess there's one thing that still makes me spit - that over the last decade or so, anything in print or the media refers to her being fully restored. That's codswallop - she's got a long way to go yet before she can appear to be what she really was.

Those years I was editor of the "Wave" were great years. But in the finish, I was getting more involved in my job and something had to go - not the physical work on board, but other things. So I handed over to Bob Botterill who, like the editors to follow him, did a helluva good job!

W.A.V.E. VOL 1. No. 1. JUNE 1977

NEWSLETTER OF THE BARQUE "POLLY WOODSIDE" VOLUNTEERS'
ASSOCIATION

OUR MOTTO: "THE SHIP COMES FIRST"

TEMPORARY EDITOR: Vin Darroch

PRINTING AND SECRETARIAT: Elaine Lark

ILLUSTRATIONS: Paul Tonti Filippini

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This is the first edition of a newsletter produced by the volunteers; broadly, its purpose is to keep us and our supporters informed about the project by a summary of events and items of specific and general interest.

We have all recognised the need for a basic publication of this sort and this is an attempt to get it started. We hope to produce it every six weeks or so, but, frequency of issue will depend on the amount of interest and support in the form of news items, and articles submitted and of course the sharing of the work in compiling it.

If you like the newsletter, tell us; if you dislike the name, content or format of the publication please let us know - preferably verbally from inside the sand blasting helmet.



WHEN THE MAINBRACES GO!!!?

Cartoon from "Wave" No 6 May 1978

- by Fen Hall

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FROM WAVE No 4 JANUARY 1978

RANDOM THOUGHTS ON RESTORATION.

Our Duke's and Orr's site shows promise of being better as a setting for our ship than almost any around the world. Balclutha is moored to a wharf amidst the jumbled sideshows of Fisherman's Wharf, only her tall spars making her visible for more than a few yards. Star of India is moored to a streetside wharf in San Diego. Peking and Wavertree lie alongside finger wharves in downtown Manhattan, overwhelmed by the skyscrapers of the financial district. Cutty Sark and Great Britain are in dry dock; by comparison with a ship afloat they seem rather lifeless. It is surprising how much difference the tiny movements of a ship afloat make to her atmosphere.

Few overseas projects combine the attributes of Duke's and Orr's - a floating berth close to the city, largely self advertising, with surrounding space of its own which can be laid out to set the ship off to best advantage.

We are very fortunate.

FROM WAVE No 5 MARCH 1978

WHY?

The other day I raised the subject of the "Polly Woodside" and was told bluntly that the restoration is a waste of public money and not worth the effort.

I suppose that the pragmatic answer is "Yes, isn't it?". But as we are not completely materialistic, we could profitably ask ourselves just why we do it.

What draws men like Captain Heyen to the meticulous task of preparing working drawings, and overseeing the work of restoration whilst battling ill-health to do it? What impels John Yunken to the unbelievably frustrating job of running the entire show, or Vin Darroch to the gargantuan task of researching and producing the history of the ship?

We probably all have our own answers, but it can be embarrassing to be put on the spot - so for what it is worth, here are a few ideas:-

Historically it is worth preserving and restoring something which could be said to be the culmination of thousands of years of evolution and development, and which was very nearly lost for all time.

Sociologically the ship demonstrates the appalling way of life which was taken for granted until quite recent times.

Artistically, I would suggest, that the wind-driven commercial ship is the finest example of practical artistry ever seen, combining as it does, the skills of so many trades and professions in the creation of something at once so practical and so pleasing to the eye.

Practically, it gives the tradesmen employed on the job, a chance to practise almost unused skills which are in danger of being lost forever. This applies particularly to the Seamen's Union volunteers who are themselves learning much from Lin whose patience must be sorely tried at times, especially by the willing, though inexperienced, volunteers. Also the work gives the volunteers a chance to be involved in doing things which are often completely different from their usual workaday world.

Socially it gives us the opportunity of meeting like-minded people from many and varied backgrounds, abilities and interests who have the foresight to see the worth and value of the project.

Finally, I suggest that the vast varieties of work within the project would offer something for everybody who has an interest in a great community effort, and that there are many more very good reasons for the project about which the Editor would be glad to hear.

John Steele.

Quoting from Captain G.H. Heyen's memo to Chairman, Polly Woodside Committee -

"At one of our earlier Committee meetings, the names RONA and POLLY WOODSIDE were considered; it was, unanimously, decided to adopt the original POLLY WOODSIDE. During the discussion I suggested that RONA was a Maori name as I had a distinct recollection of having heard it during my Polynesian wanderings; another opinion expressed was that it referred to one of the Scottish Western Islands. Neither opinion, at that time, could be verified.

The derivation of RONA has now been established. Some months ago, while yarning with New Zealand-born Capt. A.A. Philip, POLLY WOODSIDE was discussed and Alan stated that, as a schoolboy, he had been taught several Maori legends, one of which concerned a mythical semi-goddess named RONA.

During a recent visit to New Zealand he made enquiries and on his return to Melbourne a week or so ago he confirmed the story and loaned me a copy of A.W. Reed's "Treasury of Maori Folklore" - an accepted authority. Reed gives several versions of the RONA myth, the most favoured being recounted on page 413. Condensed, the legend is:

RONA was a beautiful woman, dearly loved by her husband and sons, but their lives were spoiled by her sharp tongue. One day her husband decided to go fishing and take the boys with him; he told her they would be away until the following day and would require her to have a good meal ready for their return.

Next day RONA prepared her oven and in the evening lit her cooking fire. As the heated stones glowed in the dusk she heard the song of the returning fishermen, but as she was about to place the food in the oven she discovered that her water calabashes were empty - water was needed to splash on the stones to produce steam for cooking.

Realizing that her menfolk would be ravenous and bitterly disappointed if the meal was not ready she snatched up the calabashes and ran down the path to a spring; darkness had fallen but she could see the track clearly in the silvery moonlight. Suddenly, a passing cloud obscured the moon and in the gloom she stubbed her toe on a tree root and crashed into a stone, bruising her shin.

In pain, she berated the moon for having withheld the light and screamed "POKOKOHUA" (cooked head) a malevolent curse. Wrathfully, the moon descended from the sky, seized RONA and began to bear her away. She clung to the root of a ngaio tree but the roots were torn from the ground and she, the tree, and her calabashes were born aloft and placed on the moon. There she remains, plain for all to see, with her calabashes and the ngaio tree.

Her menfolk had a sad homecoming - the cooking fire still flickered, their food lay uncooked, and RONA was not there to greet them. It was not until they looked up into the night sky and saw her in the moon that they realised the sharp tongue of RONA had angered the gods.

Reed adds that, to this day, quick-tempered Maoris are warned by the old proverb:

'Remember the wrongful act of RONA'.

So, our "Fretty Polly Woodside" was, for 60 years, the "Lady in the Moon".

There's the story, for what it is worth. I thought that copies be made available to our volunteers - a copy could also be posted in the Museum for the edification of visitors - that, however, is your part of the ship, take any action you think fit."

G.H. Heyen
Master of Restoration

FROM WAVE No 14 FEBRUARY 1980

Following his speech, Captain Heyen warned us that a mutual enemy insisted that a shanty should mark the occasion and he, Captain Heyen, had been moniated as shantyman. The good Captain made no apologies for his voice or for the lyrics and asked all those present to help with the choruses -

BLOW BOYS BLOW

A Melbourne ship lies in the River,
Blow Boys Blow
Her masts and yards they shine like silver.
Blow Boys Blow

And how do you know she's a Melbourne clipper?
She's slim and trim with a lovely figger.
And who do you think is Skipper of her"
Why, Bully Heye, the old Blackbirder.
And who do you think is Rigger of her?
Why, Lin the Finn, the old sea rover.
And who do you think were the crewmen of her?
Why, the Volunteers who grew to love her.
And what do you think they had for dinner?
Why monkey's guts and donkey's liver.

FROM WAVE No 22 DECEMBER 1982

THE EDITOR'S DESK

WAVE is now over five years of age. Since its first issue in June 1977 it has had two distinguished editors - Vin Darroch who launched the magazine and set her on course and Fen Hall who ably commanded for just on five years. Fen has unfortunately now had to relinquish this post, as he explained in our May edition, and I have, with considerable diffidence, taken over. Fen's will be a hard act to follow and I know I speak for all volunteers in congratulating him on the fine standards he has always maintained.

There will be no spectacular changes in WAVE since I mean to adhere, as Fen did, to the aim originally enunciated by our founder in the first issue, viz: 'Broadly, its purpose is to keep us and our supporters informed about the project by a summary of events and items of specific and general interest.'

This is a good opportunity to convey, on behalf of Fen and myself, our appreciation to contributors to WAVE and to all those concerned with its production and distribution - past, present and future. A lot of hard work is involved and without it there would be no WAVE. So thank you and please keep it up. On this same subject, we are particularly pleased and grateful to have the help of Bill Smith and Kathy Winch again in producing this edition.

In this issue:-

- 'What's New' on the ship, at the site and in the Museum.
- News of people.
- A contribution, in what we hope will be a regular series for WAVE, by John Yuncken on matters discussed at Polly Woodside Committee meetings.
- An article by Arthur Woodley on signal masts in general and on the one he has constructed for us in particular.
- The term 'ship's husband' is defined in Webster as: 'an agent on land, representing the owners of a ship, who attends to the provisioning, repairing and general management of a vessel while in port.' This is of topical interest because of the proposal that John Yuncken be appointed ship's husband to the 'Polly Woodside', and Yor Lindqvist has kindly provided us with an account by Birger Lindeman, a shipmate of his on the 'Lawhill', of his duties as ship's husband in England in the late fifties.
- More interesting information from J.D. on two ships, the SS 'Yarra River' and the MV 'Bass Shore', whose bells have recently been acquired for the Museum (largely due to J.D.'s own efforts).
- Some notes by Gordon Mirth to help explain those mysterious wires hanging over the ship's side which Gordon can be seen tending from time to time.
- Last, but by no means least, an irreverent gallimaufry¹ by Vin Darroch.

Finally, a Merry Christmas and a Happy New Year to all readers!

Bob Botterill.

AND another of those jokes:

TWO little cannibal boys talking. One says to t'other: "I don't like the chief's son." "Okay", says the other little chap, "push him to the side of your plate".

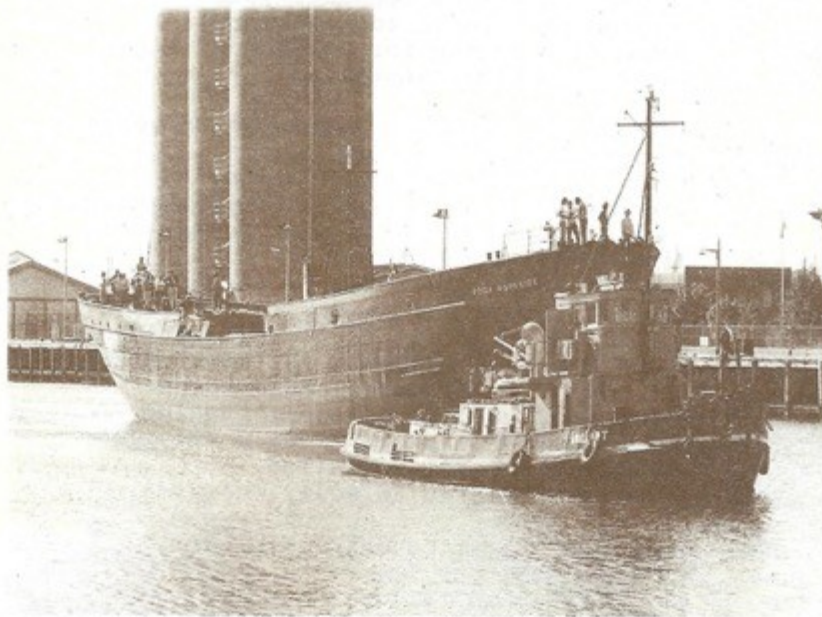
Yes - - it's about time I departed.

Editor.

CHRONOLOGICAL HIGHLIGHTS OF EVENTS AT POLLY WOODSIDE

Compiled from "Wave" by Neil Thomas

- 1977 June First issue of "Wave"
Jan to Lower bowsprit, shrouds & dolphin striker set up.
June Masts wedged. Lower rigging in final stages.
Upper rigging well advanced.
Reconstruction of prow by Fleet Forge completed.
May 23 Dock gates repaired & closed for pumping out.
May 26 South Melbourne City Council began a no-charge
clean up of car bodies & garbage in dock area.
June to Hull interior sandblasting and painting completed
Aug from deck head to stringer - to break of poop.
Dry dock pumped out - keel blocks set in place.
Boiler room cleaned out.
Whaler purchased - named "Maggie May".
Sept 28 Fore topmast sent up (using a hand winch).
Oct 11 Main topmast sent up.
Nov Whaler launched.



"Polly Woodside" in 1977

Photo: M.M.M. collection

- 1978 Jan 5 Mizzen top sent up.
Feb 23 Fore t'gallant mast sent up.
Mizzen boom & gaff sent up.
Feb 25 Dry dock flooded, & massive gates opened.
Feb 27 Polly Woodside sailed from No 9 into Duke's &
Orr's Dry Dock.

- 1978 Mar 2 Opening party for distinguished guests.
Mar 3 Volunteers' party.
Mar 4 Official Opening by the Governor, Sir Henry Winneke.
Volunteers' Ceremony lone piper playing "Amazing Grace" on the quarter deck. Lighting of Glasgow street lights by Captain Heyen & Virginia Linton. Launching of Vin Darroch's book "The Barque Polly Woodside".
Mar 19 Charlie Rouse A.B. (ex "Rona") celebrated 93rd Birthday.
April Completion of sand blasting & painting of two sections of starboard side of hull below decks. Tor Lingvist's rigging shed set up.
May 4 Main t'gallant mast sent aloft; masting complete.
July 17 Official Opening of Volunteers' Mess Room.
July 18 Main yard sent aloft.
Visitors able to walk through below deck.
Aug 30 Main lower topsail yard sent aloft.
Sept 6 Main upper topsail sent aloft
Oct 2 Crossed fore yard.
Oct 11 Crossed fore lower topsail yard.
Oct 16 Crossed fore upper topsail yard.
Nov 4 Foundation poured for Gellibrand Light.
Nov Gellibrand Light installed.
- 1979 July Charles Rouse passed away aged 95 years.
Sept 5 Fore t'gallant yard sent aloft.
Sept 14 Main t'gallant yard sent aloft.
Oct Completed laying fo'csle decking. Main fife rail complete with belaying pins installed.
Dec 5 Fore royal yard sent aloft.
Dec 7 Captain Heyen appointed Master of Polly Woodside.
Dec 20 Crossed fore royal yard.
- 1980 Jan 1 Capt. Heyen awarded MBE for work on Polly Woodside restoration
Jan 5 Main royal yard sent aloft; rigging complete.
Feb-Aug Mizzen fife rails completed & installed.
Aug Starboard pinrail installed.
Dec 7 Figurehead fitted to Polly Woodside.
- 1981 Jan to Railings installed on Focsle Deck.
June Open to visitors.
Feb New gangway installed.
Aug-Dec Deckhouse completed.
- 1982 Dec 12 Dedication of Signal Mast.
John Yuncken given title of Ship's Husband.
- 1983 Apr 20 Bob Botterill appointed Executive Officer of project.
May 14 First sail (fore lower topsail) sent aloft.
May 17 Sail set for first time.
July 9 Second sail (main lower topsail) sent aloft.

- 1983 Jul-Nov Openings cut in bulkhead for access to quarter accommodation.
Teak rail fitted at break of poop.
Last piece of pinrail fitted into place.
Oct 23 500,000th visitor.
Nov Charles Treleaven became Manager of project.
- 1984 Mar 28 Third sail (main topmast staysail) sent aloft.
Apr 14 After tween deck completed.
Quarter hatch steps fitted.
Port side stringer walkway opened.
May 19 Deckhouse galley christened.
Aug 15 Launch of Vin Darroch's book "On the Coast".
Jun-Sep Completion of fore hatch & steps.
- 1985 Jan-Mar Fourth sail (spanker) sent aloft.
Fifth sail (headsail) sent aloft.
Oct 29 Launch of Bob Botterill & Arthur Woodley's book "Duke's & Orr's Dry Dock".
Oct 31 Polly Woodside taken across river to North Wharf.
Nov 2 Ship's boats ceremonially handed over.
Nov 7 Presentation to Polly Woodside of ship's bells by P.W.V.A.
Nov 12 Polly Woodside returns to Dry Dock.
- 1986 March Ship's buckets installed.
Access steps to after accommodation installed.
No 2 Shed completed.
Sept Opening of exhibits in Pump House.



"Polly Woodside" in 1987

Photo: S. Csordas

- 1992 March Financial responsibility for Museum handed over by National Trust to Melbourne Maritime Trust.
- June Ship Committee submits to Management detailed report on deteriorating condition of ship and need for urgent maintenance.
- Sept H.R.H. Duke of Edinburgh becomes Patron of MMT.
- Dec Laying of new deck completed.
Upgrading of museum buildings and displays completed by volunteers.
- 1993 Jan 26 Tor Lindqvist received Order of Australia for services to restoration of Polly Woodside.
- Mar Dr. Stefan Csordas received International Order of Merit for services to medicine & biology. News of Kennett Government plans for area cause concern.
- Sept Volunteer petition to Government to reconsider their proposed changes to Museum site to make way for new Exhibition Centre.
- Dec 20 Rigging of fore and main royal buntings.
Government plans revealed at P.W.V.A. Annual General Meeting showing loss of all Museum land at head of dock.
- 1994 March Complete repainting of Polly undertaken.
Move begins to new site.
- 1995 March Construction of footbridge across dock astern of Polly Woodside.
- Jun-Nov Takeover of further land at head of dock; construction of Exhibition Centre goes into high gear; demolition of shop, office, cottage & museum buildings.
- Sept 4 Melbourne Maritime Museum achieves registration under Arts Victoria scheme of Museum Accreditation.
- Sept 14 Historic Buildings Council declared Duke's & Orr's Dock to be of special significance.
- Sep-Nov Refurbishment of Sheds 5 & 6 undertaken by Government contractors.
- Nov 30 Re-opening of Museum at new site.
- Dec Port side crew heads restored to original condition.
Volunteers spearhead drive to regain land around head of dock.
- 1996 July 16 Launching of "Enterprize" in Duke's & Orr's.
- Aug 9 Melbourne Maritime Trust goes into voluntary liquidation. Management of Museum reverts to National Trust.
- Nov 8 Re-dedication of Signal Mast in new position.
- Nov Gellibrand Light repainted, restored & reassembled in new location.
- 1997 June "Wave" celebrates its 20th birthday.



"Polly Woodside" in 1997

Photo: S. Csordas

TO OLLY ON THE POLLY

Our Barbeque was lit by lantern light,
And winking bubbles burst inside the brim,
While Alistair, the Chef, efficient, trim
Piled up our plates with food..... A lovely night.

Band's music ceased; the Mess ashore's the site
To see the 'Polly' slides: from hulk so grim
To handsome barque..... Relaxed in mind and limb
We frothed the hours.... then faced the outside night.

There time stood still.... For, barely visible
High in the darkened mast, the Mystic Pole
With bow cajoling magic from his strings,

Sits Olly on the cross-trees, steady, still
Playing "The Greys' " own anthem with his soul:
"Amazing Grace" floats down like seagulls' wings.

Rosamond Barber.