



WAVE



Number 161 “the ship comes first” June/July 2018
Newsletter of the Barque *Polly Woodside* Volunteers Association Inc.

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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.



*‘Polly Woodside’_Still_waiting patiently for her face lift.
However all the work is now being done out of the picture.*

Chairman's Chat

John Wroe:

Regrettably I am the bearer of sad news – Due to health concerns John Wroe has decided to resign from the PWVA as Treasurer and Editor of the Wave.

John joined the PWVA in 2002, he became Editor of the Wave in December 2003, and also took on the Treasurer's job in February 2005. He has actively supported me, since I took over from Captain Ralph McDonell in 2010.

You will be sorely missed John and on behalf of The PWVA committee and our members thank you for your dedication and service to us and 'Polly Woodside'.

All our best wishes to you and Chris.

Stop Press: Your Committee of the Polly Woodside Volunteers Association have pleasure in conferring an 'Honorary Life Membership' on John in appreciation of his considerable contribution and dedication over many years towards the restoration and preservation of the 'Polly Woodside'.

Volunteers:

Our volunteer numbers are fluctuating. There can be up to fourteen of us getting around the table on Tuesdays so extra room could be required soon for lunch.

The volunteers being, Don Knowles, Roger Wilson, John Slattery, Campbell McCullough coming down by train from Bendigo, Todd Gardiner, Peter Allen and D'Arcy Wells whenever they can. Also Simon with Nicki his carer, who are doing a great job overhauling the sheave blocks, as well as Wayne and Damien Bette, who come down whenever their sea time allows them to.

Our numbers may be steady with the work that we are doing on Polly, but we could do with even more, so if you are looking for something to do on a Tuesday, 'come on down'.

Richard Barber is laid up at home, something to do with bushwalking in the Grampians – we wish him all the very best. Also to reassure you Richard, that we are saving some parcelling and re-serving splices especially for you when you are back on your feet.

Maintenance Coordinator:

Ferdi Darley, and his team are making such a difference - it has been a long time since we have had such a variety of different jobs on the go, from sheave blocks to servicing the

standing and running rigging, as well as the foot-ropes and stirrups from the yards – with promises of more to come.

Ferdie along with his gang Phil, Roger, Rupert, Arthur, Christian and Tom being the regulars, with more being enlisted when required, have constructed and renewed the blue covers over the masts and yards on the dock, which enable us to work on them regardless of the weather. We also have two brand-new yards, one is the replacement for the fore t'gallant yard made by Phil and Rupert, all wrapped up, waiting for their fittings to be installed.

We are really enjoying learning new skills under Ferdie's watchful eye, but we won't be sorry when it is finished, however there is a long way to go.

The ship:

The workspace erected in the hull on top of the ballast, accommodates the standing and running rigging from the masts for overhaul. This is done by stringing the topping lifts, vang, etc. between the handrails that run down the walkways each side of the ship. Work includes stripping the deteriorated servings from the cables, removing the corrosion and contamination, then tarring, parcelling and re-serving the splices and in some cases the full length of the respective cables.

Don Knowles has finished making the deck-wedges to replace those we had to cut out to enable the testing of the lower masts where they go through the deck, and is now re-assembling the blocks. Rather a jigsaw puzzle, with lots of bits everywhere.

Roger Wilson is tailor-making the mast coats (canvas covers that seal the lower masts where they pass through the deck). These look awfully complicated to me, but after Roger made smaller models to test them, he has got them right. With a bit of luck (weather-wise) we could be installing the Mizzen mast-coat next week.

The Gaff is still out on the wharf with most of the fittings replaced. After a paint touch-up it will finally be ready to be hauled aloft, once the Mizzen-mast is overhauled.

The second Government Grant has been approved. As the wooden masts and yards are showing their age, having been sent up in 1977/78, the money is available for their renewal. The yards are to be manufactured from baulks of timber, and the masts will be laminated.

Also a very special thanks to Samantha Tait and Ferdie for the work and organising they do behind the scenes, and I am sure we would not have had the grants, if it had not been for their input.

Management:

Shara Canzano our Manager, knows the operation of the site very well and has sound knowledge of the ship (with the help of the Tuesday volunteers of course), is keen to be working with us coming down to Polly every Tuesday when we are on site. Shara is really enthusiastic about improving the site, including security.

‘The Volunteer Plaques Memorial Board’:

The Volunteer Plaques Memorial Board Is now mounted in the ‘Ship Restoration’ display area of the Interpretive Centre with Roger’s framing of the board with rope containing fancy knots. A very nice nautical touch!

On completion, we still hope to organise a ‘Rededication Ceremony’.

Trivia Night:

On 28th June an intrepid team of volunteers attended the National Trust’s Social Club Trivia Night, on the invitation of our Manager Shara. Our team of five being Stephan Reynolds, Pat and Don Knowles, and Anne and I. We were mentioned many times and achieved the distinguished position of coming last. However we do feel that as our knowledge of trivia may be low, but only because of our high intelligence not requiring trivia.

The Pump House: Derek Moore

The Pump House and its heritage steam engine, boilers and centrifugal pumps continue to be controlled by the State Government. Over the past 3 months, there have been three occasions on which 2 members of Engineering Heritage Victoria and myself have had access to undertake cleaning and lubrication of the engines, pipework and associated fittings.

Oil has been added to the engine cylinders, as one of the necessary precursors to the possible hand turning of the pumping engine, in the future.

The ceiling rope and pulley system, that could be used to activate an emergency steam cutoff if a Docker fell into the water and was being sucked against the grating in the bottom of the dock, by the suction of the pumps, was reinstated last month. It is hoped to reinstall the final section of the control rope at our next visit.

The active interest and support of PWVA volunteers and associates is greatly appreciated.

Polly's Latest Acquisition:

Due to Health and Safety concerns, we now have a new addition to our fleet, for the purposes of rescuing 'Man (or woman) Overboard'.



Yet to be named and launched.



Can you guess who is making the cover for our new acquisition?

Norway Is Building a Huge Tunnel for Ships

It's a way to bypass the infamous Stad peninsula, where the sea is so rough it scared the Vikings.

by [Cara Giaimo](#)
April 06, 2017



A mock-up of a ship heads for the Stad Tunnel. © Norwegian Coastal Administration

The Stad peninsula, which juts out of the Northwestern part of Norway, has long made sailors' lives more difficult. Getting around it means wrangling with choppy seas, weird currents, and the highest winds in the country. Even the Vikings didn't like to do it, often choosing to port their ships over land instead.

Now, after centuries of planning, Norway has committed to a solution: they're going to carve a ship-sized tunnel into the peninsula, *Digital Journal* reports. After all, if you can't go over it, you can't go under it, and you can't go around it, you've got to go through it.

"The Stad tunnel for boats will finally be built," Norwegian Transport Minister Ketil Solvik-Olsen said in a statement. This plan, he continued, would ensure "a safer and more reliable passage of the most dangerous and harsh waters for the transport of goods along the Norwegian coasts."



What it might look like inside of the tunnel.

The tunnel will be about 100 feet wide and one mile long, and will burrow through the narrowest part of the peninsula, between Moldefjorden and Kjøddepollen. In [mock-ups from the Norwegian Coastal Administration](#), it looks a lot like a car tunnel, complete with eerie blue lights and the occasional emergency phone.

Norse engineers have floated the idea of such a tunnel regularly since 1874. After a number of cost-benefit analyses, the government officially signed on yesterday, as part of the larger National Transport Plan. Construction is expected to begin in 2019—at which point being a Viking will be easier than ever.