



WAVE



Number 173

"the ship comes first"

June 2021

The Newsletter of the Barque Polly Woodside Volunteers Association Inc.



The Completed Main Mast-Coat.

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Committee Member: Roger Wilson, 9376 6429

Chairman's Chat:**Annual General Meeting.**

Our Annual General Meeting was held on Thursday 6th May at Polly, with 14 members attending.

Election of Committee.

The only change to the Committee was Vice-Chairman, due to Campbell McCullough being unable to continue in this role. With the usual period of silence when calling for nominations, our newest member Mike Ridley stirred and was promptly nominated and elected as Vice-Chairman. That could be a record! Welcome to the Committee Mike. We still require one more Ordinary Committee member.

Site Report.

Manager Kathleen Toohey presented the Site Report, detailing the work being done to prepare the interior of the Interpretive Centre for the 'Showtime Entertainment Group', and the security of the workshop, which will be upheld. She also reported on the purchase of plastic sheeting and her laying it on the Poop deck to temporarily prevent further water leaking into the cabins below.

Ship Report.

Our Bosun Jeff Melancon gave a detailed report on Polly Woodside's condition and recommendations to address these things sooner rather than later.

Jeff's report is presented in full later in this newsletter.

The Tuesday volunteers consist of Roger Wilson, Richard Barber, Mike Ridley, Mark Thomas between jobs, Wayne Bette when he is free, and me.

Our Bosun Jeff Melancon just wanted to let everyone know that he did get into the IR course in Launceston which will start on 07 June. Arrived in Hobart on 14 May, went to Sydney and sailed on James Craig 21-23 May and flew back to Hobart. Not to rub it in, just letting us know what he's been doing. Was due to fly back to Melbourne on 28 May and have a week in Melbourne and even squeeze in a Polly Tuesday. However he had to stay in Tasmania (because he would definitely not be allowed back in and not go to the course), but he will be there until 10 August unless they kick him out of school.

Mark has replaced the three central deck planks between the deck-house and the main hatch.

As the Port and Starboard Poop-deck steps, outboard side rails were both rotten, Mark and I removed both sets of steps, and made up one good set of steps for the Starboard side.

Now all we have to do is make a new side rails for the Port side set.

Roger and Mike are restoring the scrim-work on the fo'c'sle step rails.

From: Jeff Melancon (Polly Woodside's Bosun).

To: PWVA

Subject:

Polly Woodside Ships Report.

The overall condition of the ship is satisfactory. No catastrophic issues are noted at present. There are a number of issues however, which need to be addressed sooner rather than later.

1-Hull exterior- There is scale rust on many parts of the hull, most are occurring on or near the 'air/water' line. Many of these appear superficial but some could become more serious if left unattended. The significant areas are: (a) a patch on the starboard air/water line towards the bow and adjacent to a sacrificial anode, (b) on the port side cutwater (bow) about 15cm above the water and (c) the port side deck scupper just abaft of the mainmast. Although the sacrificial anodes are working (as in that they are corroding), they have lost 30% or more of their material. They were all quite uniform in their corrosion. Anodes should be replaced once they lose 50% of their material. We should replace these in 6 to 12 months.

1.2 - Mooring lines are in an overall satisfactory condition however, we should be looking at replacement options in the near future.

1.3. Shoreside bollards appear to be solid and in good condition.

1.4. Gangways appear to be in good condition, the canvas work seems ok, but the lashing ropes are the most common point of failure due to UV rays. Both sets of gangway steps onboard the ship are in a satisfactory condition.

2-Hull interior- There were several spots noted (particularly near the bow and stern, at or below the waterline) where hull plates between the frames show a combination of red and white rust. The thin layer of concrete in the area is chipped and sitting in the bilge. It is unknown if the rust underneath caused the concrete to fall away or if it was chipped on purpose for inspection then left untreated. (I would recommend we clean the area back to bare metal, paint and monitor). No standing water was noted in these areas. The only standing water noted was in the bilge a couple of frames forward of the main mast, approximately 1 litre. (dry out and monitor, could be from the rain water ingress from the deck, port side, almost in line with the after combing of the main hatch). Moisture was also noted in the bilge between the frames which contain the forward bilge pump. (I recommend that the bilge pumps should be tested as well). All 3 mast heels where concrete has been removed for mast inspection need to be cleaned, treated and re-concreted.

3-Interior Foc'sle- Moisture noted in the lower compartment of the focsle forward of the chain locker. This area is accessible only through a wooden hatch under the focsle store room. (I recommend we make a grated hatch which will allow airflow and prevent moisture).

4-Interior Midships- The electrical system needs to be addressed, lights standardized, wires tidied (this includes the wires coming into the ship from shoreside). No other major issues in this area.

5-Interior after accommodation- There are several deck leaks which are causing damage to cabins and interior paint work. The majority of the sources have been identified and a repair plan is being sorted (deck repairs). Other issues in this area are the damage from vandals during 2020. These issues are being sorted by the trust. (?)

6-Exterior poop deck- Several leaks in the deck have been discovered mostly where a pinrail plinth or base for mooring bits are located. It appears that these items were bolted through the deck. Over time as the base wood breaks down, water is able to track down and enter the ship. It may also be possible that as the wood deteriorates the bolt becomes unseated as well. (We are currently addressing this problem and some different ways to correct it). All above deck wooden structures are in need of cleaning and oiling. The hatch just forward of the Mizzen mast is showing signs of rot. (This is also being addressed and sorted for repairs).

7-Main deck- There are several major issues on the main deck. Several areas of deck planking need repair or replacement. (Of particular note, the areas near the main mast on the port side where rainwater does actually leak into the ship). Many areas of the margin boards are in need of repair or replacement. The plinth at the main mast fife rail requires replacement. All pinrails need cleaning, repair/replacement and attention. Combings and bulwarks are generally good, there are some areas that need attention to remove scale rust and preservation. (In particular, near the focsle heads). Some areas of T'gallant hand-rail needs similar attention as well.

8-Focsle- The hand-rails need the most attention, particularly the ladder railings. The previous rope-work allowed water to sit and rust the underlying rail. (This is one of the current projects underway). There are also a few sections of deck that require attention.

9-Canvas work- Both of the entry hatches (fore and aft) canvas' are becoming damaged by UV rays. They will either need major patch work repairs or replacement within 1-2 years. The Boat-covers are in a similar condition. The main hatch cover is fading but appears to be satisfactory. The poop deck awning is in good condition.

10-Boat deck- The athwartships wood beams and support structures need preservation attention.

11-Boat davits- These require servicing, block repair and falls-line replacement.

12-Boats- Both appear to be in good condition however, the starboard double ender should be hoisted onboard or ashore for cosmetic preservation. Also, to note is the 'rescue' boat, the boat is plastic and in good condition, the canvas cover needs some work as the shock cord attachments are failing due to exposure. All other issues with the rescue boat, such as its use and boarding etc... are purposely being skipped.

13-Deck gear and capstans- All need servicing. The main capstan needs repair of its ratio gearing. (Cast iron gear cracked).

14-Deck House- The Canvas roof needs repair and replacement. Repair items (temporary flashing) is being sourced presently and a longer term fix is being discussed. As the canvas is being worked, the skylight wood work should be inspected and re coated. Most of the interior spaces seem to be satisfactory. The galley seems to have a chronic leak which is typically caught by the pan on the stove. The exact source has not been identified but is likely due to the canvas failing. There was mold noted in the port side aft bunk room. It was noted there was no mold in the starboard bunk room. The starboard room has its porthole ajar, the port side room did not. The port side porthole is now ajar and we will monitor.

Mast and Rigging

15-Bowsprit- All rigging needs a thorough inspection and servicing. The spar could do with a fresh coat of paint after some spot repairs.

16-Fore, Main and Mizzen Lower masts- A thorough inspection is needed, several lower shrouds needs servicing and slushing, deadeyes need scraping, inspection and coatings. The mast coats have been completed, the rest of the masts should be spot repaired and painted.

17-Fore, Main and Mizzen Topmast- As the fore and main topmast are new, there should be no issues. The Mizzen topmast coating is flaking off. The Mizzen topmast should be struck and inspected, serviced and coated. All associated standing rigging for the fore and main topmast were renewed during its refit but much of it is set up as a temporary measure waiting for the T'gallant mast to be completed. Ratlines and lanyards are temporary and probably not meant to stay in that state for years on end. Bulldog clamps on backstay lanyards are incorrectly placed (backwards) and also only meant to be a temporary fix until the rig is tensioned and properly seized.

18-Topgallant Mast- Awaiting construction.

19-Course Yards- Both should be struck, serviced and coated.

20-Lower and Upper top yards- The yards were struck, serviced and coated and crossed during the refit. Footropes were service/repaired, lashings for stirrups were tied onto the jackstay, these should have been lashed to the jackstay stanchions. None of the associated running rigging was sent aloft with the yards; therefore the lower tops are not connected to the upper tops by the downhaul and sheets which is essentially the 'lift' for the lower top yard. The temporary braces are still in place and there is no halyard set up for the upper tops.

21-T'gallant yards- Awaiting construction.

22-Royal Yards- Shaped and unfinished lying inside the Interpretive Centre.

23-Boom- Appears to be in good shape, as most of it sits under the poop deck awning. The end of the boom is unprotected and hanging over the stern, this needs some spot repairs and coating.

24-Gaff- Appears to be in decent condition sitting outside the workshop on the dock. As there doesn't seem to be any timeline for its return to the ship, it could use a bit of preventative maintenance and perhaps a more climate controlled environment.

25-Running Rigging- Work continues to restore the ships blocks. We have enough keeper plates and screws to finish off the majority of the blocks. There are still a number of blocks that are missing tags and incomplete, we seem to have all the parts, they just need to be matched. There are also a number of blocks which has all of its parts, but they need servicing or major wood repair. There are also a number of "in service" blocks onboard the ship which require servicing and repair. There are a number of lines 'in service' as well as ones stored on the 'tween' deck. Most of these lines are serviceable and fit for purpose however, we should start to look at a phased in replacement system. These lines, whether they are being used or not, do not have much more than 5 years of life as they are exposed to UV damage.

26-Associated Mast and Rig Hardware- There are a number of parts sitting in the 'air conditioning fence area', and the ;'lean to' area, in the shop, and onboard the ship. Much of it has been serviced, re-galvanized, coated or not touched at all. This is mostly an administrative issue. Most or all of these items should be serviced, labelled and organized in a central location so that when the day arrives for them to be put back into service, they can be easily retrieved, checked and returned to work.

27-Miscellaneous- Workshop- electrical equipment has been inspected, some pieces failed or died (two angle grinders). A workshop inventory was conducted 2 years ago and should be updated. A paint locker inventory was done two years ago and hasn't changed.

There are a lot of action items listed, some are easy 'in house' fixes and others will require money, professionals, time and a decent workforce. I think the key is planning, mapping out the future, prioritizing and having a vision of Polly Woodside that will inspire future generations but let us not forget "THE SHIP COMES FIRST".

Very respectfully,

Jeff Melancon

Bosun

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*

Melbourne Properties

Polly Woodside

With the completion of the mast and rigging project at Polly Woodside, volunteers have continued with general maintenance and ongoing management of minor repairs on the ship.

Unfortunately, the long-standing site manager resigned this year just before the advent of COVID-19 and the site has remained closed.

Prior to this, bookings for both the education program and Pirate's Sunday continued, and the seating area was reconfigured in the museum to allow for more flexibility in function and event space.

As can be seen, on reading 'The Bosun's Report', from Sections 17 to 26, and personal observation of the ship herself, the first part of this statement is incorrect and misleading. How such a conclusion was reached (obviously without any inspection on completion (?)), or consultation with the Site Manager or the volunteers, would appear inconceivable.

This has left the ship in a fragile condition.

The rigging (both Standing and Running), has been left in an incomplete and temporary state (supposedly for a short time, prior to completion).

This could cause stress and damage to work already erected aloft, not being permanently located and locked into its respective positions, as the rigging has not yet been tuned to correct tensions.

Re the second and third parts of the statement the site 'remaining closed' has allowed the National Trust to completely dismantle all fixtures in the Interpretive Centre, and completely remove the museum, to become a function area.

Why should visitors pay to explore the ship when, for their money, all they would get to see would be the inside of the ship, when they can see most of her from pedestrian walkways.

We understand the 'Polly Woodside' will only be open two Sundays a month for the public. Doesn't sound financially viable to me – we will be totally dependent on events.

Also what happens to our 'Museum Accreditation'?

Congratulations to Polly Woodside Volunteers who were awarded "Years of Service Awards" by the National Trust in 2019/2020:-

Campbell McCullough 10 years.

John Maxwell 15 Years

It gives us great pleasure to announce that the Polly Woodside Association has conferred an 'Honorary Life Membership' to Roger Wilson in recognition and appreciation of his professional expertise which has enabled us to work to such a high standard on the restoration and maintenance of the Polly Woodside.

Therefore it is his considerable contribution and dedication made over a period of Twenty Two years (so far) to the restoration and preservation of the 136-year old Barque 'Polly Woodside', that this award is given.

The award was presented to Roger at the Polly Woodside on Tuesday 22nd of June.

