



WAVE



Number 160 “the ship comes first” March 2018
The Newsletter of the Barque *Polly Woodside* Volunteers Association Inc.

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‘Polly Woodside’ waiting patiently for her face lift

Chairman’s Report at the Annual General Meeting for 2017

2017 has been a year of positive accomplishments, with the work continuing mainly on the mainmast with its top and t'gallant masts, their yards brought down onto the dock and the standing and running rigging being inspected, cleaned and refurbished. Ferdie's gang, and the volunteers, working well together on a task that seems never ending.

Our volunteer numbers are growing. There are up to fourteen of us getting around the table on Tuesdays so we could be needing extra room soon for lunch. The volunteers being, Don Knowles, Roger Wilson, Richard Barber, Campbell McCullough coming down by train from Bendigo, Peter Allen whenever he can, Todd Gardiner, John Slattery, D'Arcy Wells. Also Simon with Ash his carer, who are doing a great job overhauling the sheave blocks, Ash Green dividing her time between Polly and the Old Melbourne Gaol, week about, as well as Wayne and Damien Bette, who come down whenever their sea time allows them to. Though our numbers are growing, with the work that we are doing on Polly we could do with even more, so if you are looking for something to do on a Tuesday, 'come on down'. John Maxwell is laid up at home – we wish him all the very best. Also to reassure you John, that we will save some work for you when you are back on your feet.

Maintenance Coordinator: Ferdi Darley, and his team make such a difference - I cannot recall how long it has been 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 foremast yards – with promises of more to come.

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

The volunteers are really enjoying learning new skills under Ferdie's watchful eye.

Phil's Report on the Progress of the Mainmast's Rigging

Standing Rigging: 90% completed.

Running Rigging: 60% completed.

Blocks: 45% completed

We will not be sorry when it is finished, however there is still the Foremast and Mizzen to go.

The ship: The workspace erected in the hull on top of the ballast, accommodates the standing and running rigging from the Main and Mizzen masts for overhaul. This is achieved by stringing the topping lifts, vang, etc. between the handrails that run down the walkways each side of the ship. Work includes stripping 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 is undertaken.

Don Knowles has been making the new deck-wedges to replace those we had to cut out to enable the testing of the lower masts where they go through the deck, using timber from the old Gaff - now that is what I call recycling.

Roger Wilson is tailor-making the mast coats (canvas covers that seal the lower masts where they pass through the deck), which look awfully complicated to me, but after making smaller models to test them, he has got them right. Also he is performing running repairs on the ship's canvas where required.

The Gaff is still out on the wharf with most of the fittings replaced – still can't get over how much extra room there is in the workshop/mess room, now it is out on the wharf. After a paint touch-up it will finally be ready to be hauled aloft.

With the chance of another Government Grant, and the wooden masts and yards showing their age, as they were sent up in 1977/78, there is a strong possibility that they may have to be renewed. Possibly the yards would be manufactured from baulks of timber, and the masts 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 them.

We would like to give a special thank you to the corporate volunteers from NAB and AGL who recently visited us and sanded and oiled sections of the pinrails.

Management Shara Canzano our Manager, who has been the Site Supervisor at Polly since it reopened to the public in 2010. She knows the operation of the site very well and has sound knowledge of the ship (with the help of the Tuesday volunteers over the last 7 years), 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 Wave celebrated its 40th year of publication, with many thanks to John Wroe, our Editor. If it wasn't for John there wouldn't be a Wave.

1st Vin Durroch instigator & first Editor From June 1977 to October 1977 (2 Waves).

2nd Fen Hall from January 1978 to August 1982 (18 Waves).

3rd Bob Botterill from December 1982 to December 1989 (28 Waves).

4th David Shaw from March 1990 to December 1991 (4 Waves).

5th Barbara Cohen from March 1991 to March 2000 (37 Waves).

6th Rafe McDonell June 2000 (1 Wave).

7th John Mercer from September 2000 to March 2003 (11 Waves).

8th Peter Keown September 2003 (1 Wave).

9th & current Editor John Wroe from December 2003 to December 2017 (57 Waves so far).

Congratulations John!

The Signal Mast is looking great, though still has not had a single flag flown from it.

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

On completion, we hope to organise a 'Rededication Ceremony'.

The Pump House: The periodic working bees at the Pump House have continued. Tasks have included the monitoring of water levels in some of the pipework, to determine degrees of water ingress. Further cleaning and painting has occurred, including portions of the cast engine columns. The engine flywheel cover has been unbolted and some initial cleaning done, prior to further cleaning and repainting in the near future.

Thanks Derek – all those improvements in the Pump House are thanks to you.

The committee: As there are only five members of the committee – two new members would be warmly welcomed. Not to be apparently.

Finally, I would like to give special thanks to these dedicated people, without whom we couldn't have progressed as far as we have:-

Vice Chairman, haven't got one.

John Wroe, Treasurer, I fall back on him more and more, and he never hesitates to give his support.

Jenny Hunter, Secretary, Efficient, dedicated and doesn't hesitate to pull us back in line when we meander off course, keeping us on our toes.

Roger Wilson, is always there with his practical advice and proven negotiation skills. His seaman's knowledge and expertise are invaluable,

Don Knowles – whose expertise in woodworking, able to turn his hand to anything, and his ability to organise jobs, is a great asset to the maintenance and restoration of the ship.

Also, you the members of the PWVA for your continuing support.

Unfortunately again, I have to finish on a sad note. In 2017 we said farewell to:-

Ron Soley passed away in May 2017, Ron was a keen and dedicated volunteer and had been a PWVA member since 1978.

Joan Rudolph passed away in June 2017, Joan was a shop volunteer, guide and an enthusiastic supporter of the PWVA. She loved ships and the sea having spent some years at sea with the Dominion Line. Serving as 3rd officer on the *Francis Drake* and the *George Anson* her particular delight was looking after the comfort of passengers and ensuring they had the best possible voyage. Joan first joined PWVA in 1987.

John Mercer Passed away in October 2017. John was a keen and valuable volunteer, and was Editor of the Wave from September 2000 to March 2003, a PWVA member since 1997.

Peter Maxwell passed away in December 2017. A keen and enthusiastic volunteer, until he moved to Geelong.

Please forgive me if there is someone I have missed.

Our thoughts and prayers go out to their family members.

Thank you.

The ship comes first.

Below is the Chairman's report from the Mission to Seafarers, giving an insight to the other side of the river.

From: The Mission to Seafarers magazine 'Ship to Shore' Spring/Summer Edition 2017.

Chairman's Message

In September 2017, our extraordinary building celebrated its **centenary**, and with it commenced a year of commemorative events – to mark its contribution to the lives of visiting seafarers and to Melbourne as Australia's premier port city; to express appreciation for the foresight and hard work of those who made it happen and those who have served as volunteers, clergy and staff over the years; and to look forward to the next one hundred years of service.

The year of commemorations will provide a chance to show case the building and our work. They will also launch fundraising for the building's restoration and refurbishment – in concert with the Government of Victoria, and also with our colleagues in delivering and supporting services to seafarers, colleagues who we hope to join us at a refurbished site in a joint Melbourne Seafarers Centre.

Our fundraising will also tell the story of Melbourne's seafaring history, linking the treasurers of our heritage collection with the wider precinct Seafarers Rest, the old wharves and the Polly Woodside Park.

There is much to do, and many challenges, but we are confident that together we can create a Seafarers centre for another century.

In the meantime, our core business of seafarers welfare goes from strength to strength. The Chaplain, **Rev Inni Punay**, and the small army of ship visiting and Club volunteers, have delivered a message higher 'touch' – more meaningful contacts with visiting seafarers – over the past year than ever recently recorded.

The last few months have also seen **great change in the operation of the Mission**. The Mission's long-standing Chief Executive, **Andrea Fleming** has departed. Without her vision, drive and service over a decade, the Mission would not be quite as successful and well-placed as it is today, and so able to plan with confidence for the next century. The Board is honoured to extend our great thanks to Andrea for all she has done, and wish the best for her next big challenges.

The Board, and Chief Manager Sue Dight, have taken the opportunity to reconsider staffing arrangements for the Mission, and a new Club host, **Daria Wray**, has just joined the Mission. Sue has been doing a job well and above her part-time ostensible commitment, and for that the Board is very appreciative.

His colleagues on the Board and all staff also can thank enough **Nigel Porteous**, who has volunteered so much time and effort during this period of change.

Lastly the Board is also pleased to thank the new **Port of Melbourne Corporation** for committing its ongoing support to the Mission. The new operators have kept to a fine tradition.

They also are desperate for more volunteers, so if you can help you will be welcomed with open arms.

Vale Neville Keown

It is with sadness that I have to report that Neville Keown crossed the bar peacefully on Sunday 25th February at Box Hill Hospital.

Neville joined the Polly Woodside Volunteers in 1993, as a guide, entertaining the school groups and visitors alike with his tales of life at sea.

Never hesitated to lend a hand when things were happening – I remember him on our stand when the 'Bay to Brook' occasion was on – the day we made \$6 million according to our cash register, which caused some hilarity.

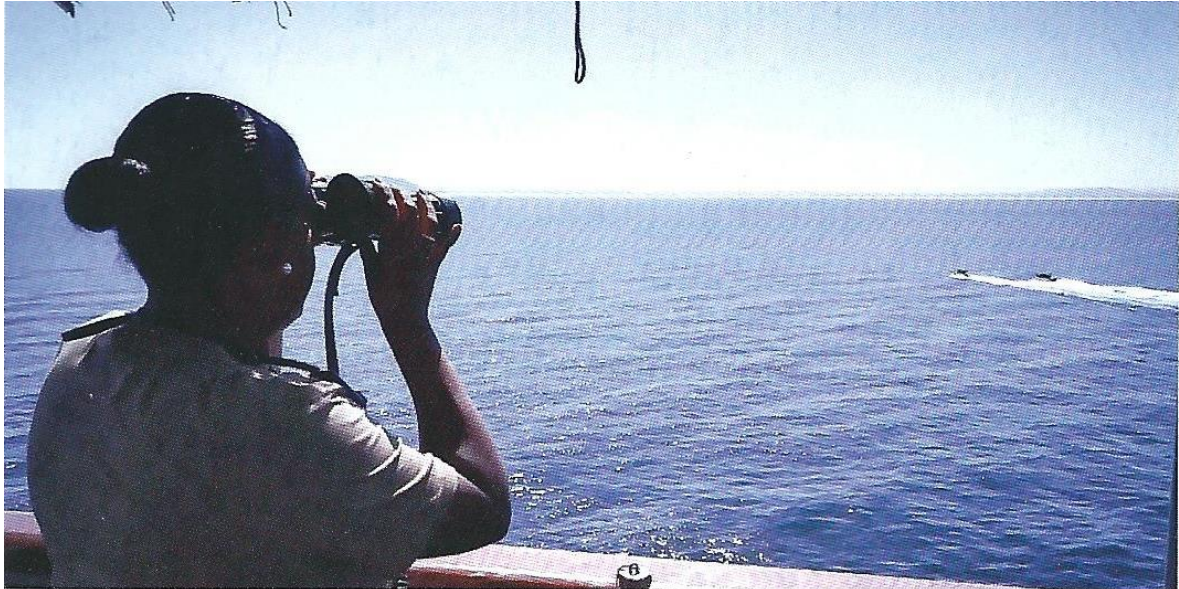
He came down to help on our 'Clean-up Days', which I think we all would have avoided under different circumstances

He joined the committee in 2004, as the Guide representative, and stayed on the committee after the National Trust commenced using paid guides instead.

In 2016 the Committee of the Polly Woodside Volunteers Association conferred an 'Honorary Life Membership' on Neville in appreciation of his considerable contribution and dedication over many years towards the restoration and preservation of the 130 year old Barque 'Polly Woodside'.



Article from 'the sea' (Mission to Seafarers) Issue 249 Sep/Oct 2017



Sixty three seafarers were taken hostage in the first six months of 2017

Piracy declines, but threat remains.

Somali pirates continue to attack as IMB reports a decline in global incidents in the first half of 2017.

There have been a continuing decline in the number of incidents of maritime piracy and armed robbery against ships, according to the ICC international Maritime Bureau (IMB). According to its latest piracy report, published in July, the first half of 2017 saw a total of 87 incidents reported to the IMB Piracy Reporting Centre compared to 97 for the same period of the previous year. Nevertheless, over the first six months of the year, two seafarers were murdered by pirates, three were injured, 63 were taken hostage and 41 were kidnapped from their vessels.

Pirates in Nigeria continued to dominate, when it comes to reports of kidnappings. So far this year they have been responsible for the abduction of 31 crew in five reported incidents. The numbers include 14 crew members taken from two separate vessels in the second quarter of the year. Violence against crews continued, with half of all reports of vessels being fired upon coming from Nigeria.

The anti-piracy body has also stressed that Somali pirates remain a threat to merchant ships. It says that the hijacking of an Indian dhow in early April was one of five incidents off Somalia reported in the second quarter of 2017. Added to a further three reports of vessels coming under fire and a bulk carrier being boarded by pirates in the Gulf of Aden, the incident reveals that Somali pirates still retain the skills and capacity to attack merchant ships far from coastal waters. The piracy report urges ship masters to high levels of vigilance when transiting the high-risk area and to adhere to the latest version of *Best Management Practices*.

To Save Cannonballs on Henry VIII's Flagship, Researchers Looked to X-ray Tech



The more than 1200 cannonballs found on *The Mary Rose* are facing a major problem—corrosion

A team is working to conserve a collection of iron cannonballs found on *The Mary Rose*, Henry VIII's famous Tudor ship. (Courtesy of The Mary Rose Trust)

In 1982, *The Mary Rose* was raised from the sea.

The famous Tudor-era ship sank off the south coast of England during an engagement with the French in 1546. Resurfaced some 400 later, researchers found Henry VIII's flagship housed a time capsule of ancient artifacts, including more than 1,200 cannonballs. While some were made of lead, stone and other materials, the majority were made of iron.

Since they've been exposed to air, however, the cannonballs face a major problem: chlorine from the sea is making them corrode.

The research team is headed by Eleanor Schofield, head of conservation for the Mary Rose Trust, which runs the Mary Rose Museum in Portsmouth, United Kingdom, with the help of a team from University College London and X-ray facility Diamond Light Source.

Earlier, Schofield's team had tried to soak the cannonballs in solution to remove the chlorine. But after the cannonballs started disintegrating when they were on display, they realized the process couldn't remove all of the chlorine.

That's when Schofield realized a larger research project was needed to figure out what was going on inside the cannonballs.

With Diamond Light Source, the team has used X-ray technology to take a look at what's inside 12 of the cannonballs in the stock.

In hopes of saving the rest of the collection, the team made the decision to cut segments from six of the cannonballs, some of which were damaged, to gain new insight into what was causing the corrosion.

"We knew that we needed to really delve into the material and find out what was going on, and that this would require destructive sampling," Schofield [says in a press release](#). "This decision was not taken lightly, and was justified by sacrificing a small percentage of our collection for the benefit of the rest and other collections around the world which suffer the same problem."

The results of Diamond's bright light X-rays has given the team some insight into iron production during this time period. The perspective of how elements work in the corrosion process, they hope, will lead to conservation solutions.

This is the first time a project of this kind has been performed on such a uniform set of artifacts. The team will now work on developing new techniques to protect the artifacts, which will involve testing in a lab to mimic the corrosion process by exposing metal and corrosion products to different solutions.