



WAVE



Number 178

“the ship comes first”

September 2022

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



Similar to the L.N.G. Tanker that our Bosun is serving on.

Trident manages the 4 LNG (Liquified Natural Gas) tankers of the Northwest Shelf Project.

These are the last 4 Australian Flagged and Australian Crewed vessels that trade internationally

Symbolising the historical link between the North West Shelf Project and its foundation customers in Japan spanning over 30 years, the NWSSSC fleet are named after birds which are either permanent inhabitants of or regular visitors to both Australia's North West and Japan. permanent inhabitants of or regular visitors to both Australia's North West and Japan.

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Chairman's Chat:

Our Bosun, Jeff has sent us the story of his ship and his job on board between here and Japan when he is not with us.

With the Tuesday volunteers down to three (Musketeers?), Richard Barber, Mike Ridley and me. while Roger Wilson is gradually coming good, and is keen to be back, (a Highland fling would go well) – from all the volunteers to Roger - wishing you and Fran well and looking forward to your return when you are can. The list is growing!

We only have a limited working time on Tuesdays, due to the school groups coming through.

Mike is completing his restoration of the fo'c'sle step rails. scrim-work. Looks great.

I am cleaning and oiling the woodwork on the Poop-deck, and hope to complete the Poop to how it was.

Richard is restoring our new gaff back to its readiness to restore on the Mizzen.

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

Jaquie Watts has had a meeting with the Nat Trust and members of the MMHV (Melbourne Maritime Heritage Assoc. of Victoria), of which we are members, to discuss Polly Woodside and her future. However, unfortunately the P.W.V.A. was not invited.



Ridhard working on the Mizzen Gaff.

We besieged Jeff with questions on his adventures whilst away and here is his reply.

Integrated Rating By Jeff Melancon

G'day crew! I'm Jeff Melancon and one of the lucky volunteers here on Polly Woodside. I'm currently undergoing my traineeship as an IR or Integrated Rating. Many of you may be asking yourself, "what the heck is an Integrated Rating?" and "who cares?". Well, let me back up a step and I'll try to put it into words that will make more sense.

First I'll tell you a little about myself. I was born and raised just outside of New Orleans, Louisiana and have been around boats my entire life. I joined the US Navy in 1992 and spent 21 years working most of that time as a Hospital Corpsman (enlisted medic).

After retirement at the old age of 42, I moved to Melbourne and started volunteering on sailing ships and eventually got paid work on them as well (I'll have to write another article sometime about my sailing ship experience's which include sailing on Melbourne's tall ship Enterprize, Sydney's James Craig, the US Coast Guards Eagle, the UK's Tenacious, the Netherlands Europa, and the Cook Islands flag vessel Picton Castle).

I also started to work on commercial domestic tickets (Coxswain, MED 3 and Master<24). All of this eventually led to me volunteering on Polly Woodside.

Along with everyone else, Covid slowed/stopped a lot of things in the tall ship community as well as the Polly Woodside, so I decided to expand my CV and look for deck work on regular commercial ships and that's where we find this "Integrated Rating" thing.

Most of you involved with Polly might be familiar with terms related to the crews positions, such as the Master, who is in command of the vessel and the first mate is next in line in case anything happens to the master and working on deck you would find the ABs or Able Bodied Seamen and OSs or Ordinary Seamen.

As sail gave way to steam ships, we start to see Engineering Officers and the workers of the engine room, the Greaser or Oiler or Wiper. These folks were similar to the ABs on deck and so as time moved on these unlicensed workers kept to their own domain and kept the ship running smoothly.

Now fast forward to (I don't know for sure when it happened but I think in the 80's or 90's) and several places in the maritime industry, including Australia, decided to merge the ABs/OSs and Greasers/Oilers/Wipers to form the IR or Integrated Rating.

I decided to become an Integrated Rating and started by doing a bit of research and got into the program. Training: there are only a few places where you can go and do an approved course, at the moment its AMC (Australian Maritime College) in Tassie or through TAFE in Fremantle.

I went to AMC in Tassie. The Course is 12 weeks long and gives you the basics in order to get into the commercial shipping industry. Most importantly the course provides you with your COST (Certificate Of Safety Training) which is your basic firefighting, survival at sea, personal survival techniques and first aid. Every seafarer needs this training before going to sea.

After completing the course, you need sea time. How much you ask... 270 day at sea. This is the practical "on the job" type training for IRs. In addition to working on a ship at sea there are also TAGS books (these are task based items which a trainee must perform and get assessed and

signed off by their supervisor, such as 10 hours on the helm, night time lookout, participate in anchoring, engine room rounds).

Once your task have been completed and signed off and you have all of your sea time done, you can apply to AMSA (Australian Maritime Safety Authority) to get you “ticket” as a qualified IR. This qualification is for working on vessels of any size and on any waters. These IRs, work on vessels that are foreign going trading vessels, offshore vessels, interstate cargo vessels. Ships like the Spirit of Tasmania, Sea Road ships, Toll Ships, Northwest Shelf ships, Rig tenders, Anchor Handlers and Tugs. This qualification is very different from the commercial domestic ticket GPH or General Purpose Hand which is a one week course for entry level deck workers on domestic vessels such as the Sydney ferries.

I was lucky enough to be taken on by Trident Shipping as a trainee to accrue my sea time. Trident manages the 4 LNG (Liquified Natural Gas) tankers of the Northwest Shelf Project. These are the last 4 Australian Flagged and Australian Crewed vessels that trade internationally. We move LNG from Australia to Japan and I'll give you a little taster of life as a TIR (Trainee Integrated Rating) on an LNG tanker.

After joining the ship (I won't mention the travel, isolation and Covid testing), I drop my gear in my cabin and go sign on with the captain. The hard work has been done by the off going crew which we will in turn do upon arrival when we pull into Dampier at the end of this trip. I change into my working gear (overalls, steel cap boots) and grab my helmet, gloves and safety glasses and find the CIR (Chief Integrated Rating), more commonly known as the Bosun who will assign me a station for mooring.

The pilot boards the ship, all hands to stations and away we go. After lines are onboard (mooring winches do most of the work) we rig the pilot ladder for the pilot to depart or in some cases they fly in/out by helo. Once the pilot is off we secure the pilot ladder, secure anchors and ensure we are secured and ready for sea.

The double up of watches stops and we get ready for our 10 day or so trip north. We have one Bosun and 8 IRs onboard, 3 of them are in watches (12-4, 4-8, 8-12) and the rest are on day work, each day one day worker is tasked with engine room work and another day worker is tasked with the cryo engineer (this deals with cargo, you may think that the LNG just sits in its tank but that's not exactly how it works).

This leaves 3 IRs, the Bosun and myself to crack on with “day work”. Day work primarily consist of ship preservation. There is a constant battle against corrosion and therefor chipping rust (mostly with pneumatic tools), grit blasting and painting steel takes up much of the work. There are occasions when something breaks and needs fixing, such as a valve or hydrant, a door or hatch, pipe work or a flange etc...

There is also greasing, you can't imagine the amount of things that require grease, we have a daily list of things to grease within a monthly/annual cycle. Somedays all of our efforts are set to a particular task such as cleaning the plate coolers (a very long and draining sort of job down in the engine room). You may be saying “what about that engine room IR, what are they doing?”, well there are responsible for doing the “gear turn”, checking oil levels, cleaning up drips, filter changes and bilge pumping and assisting the engineers when needed (we also have a Chief, 1st, 2nd and 3rd engineers onboard to take care of our steam turbine engine, generators, watermakers, compressors and so forth and so on).

The one IR who assists the cryo engineer is referred to as the Iceman. We use boil off LNG as fuel for our boilers and after we discharge cargo we keep some LNG for fuel as well as for forcing and

spraying the keep our LNG tanks cool (LNG needs to be kept at about -162 Degrees C) in order to stay as a liquid, letting the tanks go empty and warm up is not good business as it takes almost a week to cool them down before we take on cargo and so we keep them cool to avoid delay) and so the Iceman assists the cryo with opening and closing valves, testing fittings and checking cargo associated machinery.

The 3 watch keepers have a laundry list of things to keep them busy, during daylight hours, they may assist the day workers or have essential task to perform, at night they are kept on the bridge to assist the watch officer with look out. They will also helm when required (we use an auto helm for much of the journey).

When we are coming into port, we “double up” the watches. 2 IRs on the bridge and both taking turns helming the ship while she is being piloted.

After working hours we have a small gym and pool for use and a rec/bar room on our accommodation deck, it's a dry ship, so long gone are the days of having a cold beer after work and chatting to your mates. We do hang out in the rec room and watch a bit of tele when we are within range or watch movies and tv series from a hard drive or dvds.

Living conditions onboard are nice, each crew has their own cabin and head (toilet, shower and basin) as well as a port hole. The galley pumps out 3 good meals each day along with a bite at morning smoko.

Just before arriving in port, we rig the pilot ladder, double up the watches then go to mooring stations, take on a couple of tugs and tie up the ship. 1st order of business is taking on stores (supplies), we usually crane stores onboard from a supply vessel.

While this is going on, the other side of the ship is being connected to shore side in order to discharge or take on cargo. Stores must be completed prior to commencing.

We are in port for 24 hours and then back out to sea. Every few trips we will go to anchor to take on additional stores or to perform some particular maintenance or drills such as launching our lifeboats.

Then underway to our next port. Round trip (Australia to Japan and back) takes about 10-14 days which is usually dictated by required time to be in port. After several of these “trips” its time to pay off and have a bit of a rest.

This is just a little bit of the IRs world and by no means to be taken as law or even truth for that matter, it's just a story from an old, tired, out of shape “trainee” IR who enjoys working at sea.

If you have any questions, please feel free to ask me... at Polly Woodside on a Tuesday maintenance day while we chip rust, oil wood, paint steel, sew canvas, splice line and other fine sailor type jobs and so its ‘Growl Ye May, But Go Ye Must’.

Cheers, Jeff

Pump House Ponderings September 2022 by Derek Moore

On 2nd August, Miles Pierce and myself visited the Pump House for our periodic working bee.

The main pumps were checked for water ingress, which fortunately was minimal. Excess water was pumped out. The main pump casings' drain ports were also checked.

The crankshaft bearing oil reservoirs were topped up with oil.

It is assumed that the electric sump pumps had been working well as the pump well floor was dry - very encouraging! The pumps were tested on the spot.

The pump well floor was swept and the ground floor also.

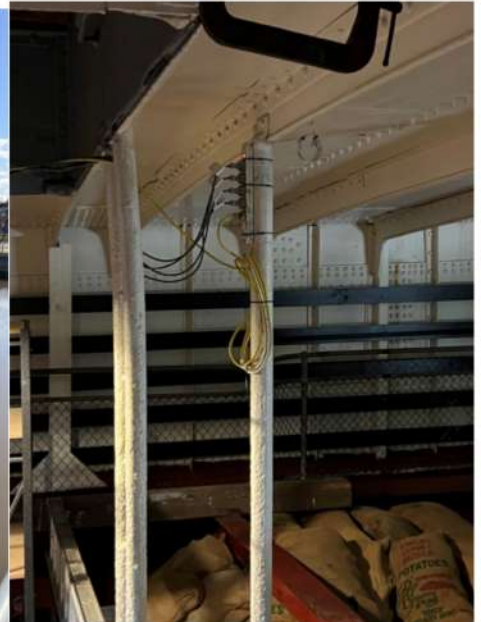
It was encouraging that during our 5 hours on site, many passers-by came into the Pump House to view the machinery from the ground floor - their positive comments were most encouraging.

Miles and I plan to visit again on the 29th November.

Our Manager Kathleen's update report informed us of extra work being done on Polly

The masts taking refuge in the museum have been placed on a custom made stand, as a result they can now be moved around as required and put out of the way for education and functions. There are also attachments to add, so the Gaff and small mast that are currently being worked on outside, can also have a safe haven inside as well to prevent any extra deterioration until they can be repositioned back on the ship.

The electricians have also replaced the faulty exit light in the aft accommodation, and replaced many globes and fittings in the ship, museum and foyer as they could, Tidied up the cords hanging over the water, and also made safe the wiring and lighting over the volunteers platform.



The Museum and the Mast.

Wiring from shore to the ship.

Wiring in the Hold.



Divers Pull Marble Head of Hercules From a 2,000-Year-Old Shipwreck in Greece

The Antikythera shipwreck, discovered in 1900, continues to yield new artifacts

Elizabeth Djinis

Daily Correspondent



First discovered in 1900, the Antikythera shipwreck has yielded some of the greatest archaeological finds of the 20th century. Photo by Nikos Giannoulakis © Swiss School of Archaeology in Greece / Hellenic Ministry of Culture and Sports

A marble statue of Hercules in Athens' National Archaeological Museum is missing one notable component: its head. Now, divers exploring the 2,000-year-old Antikythera shipwreck may have recovered it.

"In 1900, [sponge divers] pulled out the statue of Hercules and now in all probability we've found its head," Lorenz Baumer, a University of Geneva archaeologist who is directing the excavations, tells the *Guardian's* Helena Smith. "It's a most impressive marble piece. It is twice life-size, has a big beard, a very particular face and short hair. There is no doubt it is Hercules."



A researcher examines the marble head of Hercules © Swiss School of Archaeology in Greece / Hellenic Ministry of Culture and Sports

Divers uncovered the head this summer, according to a statement from “Return to Antikythera,” a project dedicated to researching the site. The wreck dates to around 60 B.C.E., and it was first discovered off the coast of the Greek island Antikythera by a group of sponge divers in 1900. The site has revealed multiple bronze and marble statues, human remains and—perhaps most famously—the Antikythera Mechanism, which some call the first computer.

But since then, only a handful of researchers have investigated the wreck. Until the “Return to Antikythera” project began studying it in 2012, the last expedition was in the mid-1970s under the watch of explorer Jacques-Yves Cousteau.

These latest excavations involved relocating natural boulders—each weighing up to 8.5 tons—that had covered parts of the shipwreck, per the statement. In addition to the marble head, divers also discovered parts of the base of a marble statue, pieces of the ship’s equipment (including components of the anchor) and two human teeth.

“It’s so deep they can only be down there for 30 minutes,” Baumer tells the *Guardian*. “But now we have an idea of what has been hiding under those rocks ... Each find helps us piece together more context in our understanding of the ship, its cargo, the crew and where they were from.”

The tale of the Antikythera wreck’s discovery is almost as storied as the find itself. A group of Greek sponge divers en route to Tunisia were deterred by a passing storm; they decided to stop near Antikythera, not far from Crete.

Thinking they would use the time to dive for sponges, they were stunned to discover the wreck roughly 130 to 160 feet below the surface, according to the Woods Hole Oceanographic Institution, a former partner on the recent excavation project. Initially, the divers thought they were looking at corpses, while they were actually seeing marble and bronze sculptures, reports *Hyperallergic’s* Sarah E. Bond.

Ensuing excavations, including those conducted by Cousteau’s team in the mid-1970s, revealed many more objects, including a bronze statue named the “Antikythera Youth,” the head of a Stoic philosopher, coins from cities in Asia Minor, and bones from at least four people, per *Hyperallergic*.

But in recent years, attention has focused on the Antikythera Mechanism, the piece of technology used to track the sun, moon and planets. What now resembles “three flat, misshapen pieces of bronze” actually contains “gears with neat triangular teeth (just like the inside of a clock) and a ring divided into degrees (like the protractor you used in school),” wrote *Smithsonian* magazine’s Jo Marchant in 2015.

Aside from showing the Ancient Greeks’ technological prowess, the find is also “a window into how the Greeks saw their universe,” wrote Marchant. “They came to believe that nature worked according to predefined rules, like a machine—an approach that forms the basis of our modern scientific views.”

While the Antikythera shipwreck is particularly compelling, new wrecks are discovered frequently. Roughly 600 have been found since 1992, according to *Hyperallergic*. The Oxford Roman The Oxford Roman Economy Project even has a database of ancient shipwrecks in the Mediterranean up until 1500 C.E., which lists nearly 1,800 entries.