



# WAVIE



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“the ship comes first”

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



**Polly after hull cleaning in Duke's & Orr's Drydock, Aug 2009**  
*photo by Glen Stuart*



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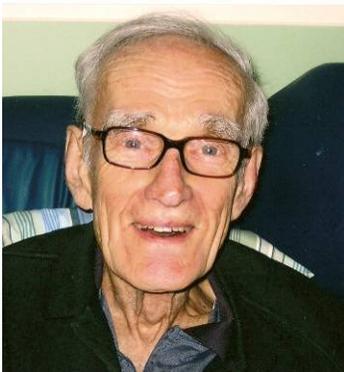
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## A Message from the Chairman of P.W.V.A.



In rational sequence, and thus progressing from the past, we can look back a few years and contemplate what progress has taken place around our beloved POLLY. When the site was closed down, to make way for the Convention Centre to be built, few of us could have thought that the ship and her surrounds would undergo such massive changes. While everything was being dismantled or demolished around her, POLLY waited some 3 years for her turn for attention.

It is now some 14 months since things began to move, with the vessel being moved into the river, alongside No. 4 South berth, in August 2008. By then the rebuilding of the riverside walkway was just started, and No. 4 Shed itself was still intact.

The adaptation of the Duke's drydock thus became practicable, with a raising of the dock bottom and the erection of vertical concrete posts in lieu of a more usual cradle for holding the ship upright. The dock was by then enclosed by sheet piling, and a new caisson had to be built. Pumps of sufficient capacity were brought in, which in the passing of many hours managed to empty the dock.

It is fairly certain that the dock, as claimed, was the last such one to have been in commercial use in the world. With the water gone, at first there was too much sludge to allow safe access. But with further hosing and pumping the mud was cleared away.

The prime aim was to discover the strength or weaknesses of the hull. The most effective way to clean off the accumulation of marine growth was thought to be by hand scrapers (which soon proved to be beyond the physical ability of the meagre work-force), and was completed by high-velocity water jets. Next, some hand-work was involved in seeking out the weakest spots, which (I gather) was mostly in rivet holes.

[We understand that our Boss Man was the one to make the first hole in the hull.]

Meantime, No. 4 Shed has been completely dismantled, to give access to its under-structure. Both it and the dismantled No.2 Shed are yet to be rebuilt. We are left wondering to what purpose No 4 shed will eventually be put.

It isn't easy to find out the answers to several questions that we would like answered. For instance, what facilities are proposed for Volunteers, in No 2 Shed? What amount of space will there be for the workshop? How effective will security be? When will No2 Shed be completed? - and so on.

It has been very heartening to me to hear, during my indisposition, that the hands-on workforce has continued to contribute valuable work and has increased in number. And I'm sure that you all would like me to thank them and the PWVA Committee members for keeping our interests involved and communicated.

Socially speaking, in the near future there will be a general get-together that may well coincide with the partial re-filling of the dock. I hope you will all attend [details to be advised].

*Ralph McDonell, Chairman PWVA.*

## **Polly hull cleaning**



*Photo Glen Stuart*

Thirty years of marine growth have been cleaned from Polly's hull using high pressure water blasting.

This photo by Glen Stuart nicely shows the "before and after". Some of the more stubborn growth may require sand blasting. Some perforation of the iron plating at and below the water line will require fixing.

The next step after cleaning and hull repairs will be painting probably with a two-pack epoxy paint.

## The Melbourne Maritime Museum Collection

The Trust is currently undertaking a review of the object collection and is assessing each object based on its significance, provenance and whether it is a duplicate of another object in the collection. The library collection is not part of this process, as that collection is managed separately from the object collection.

The Melbourne Maritime Museum collection contains many objects that have no provenance or association with Melbourne's maritime past. This is due to its previous very broad collections policy which encouraged the collection of objects "which explain maritime heritage, and add to understanding of the social and economic importance of ships, sailors, maritime industries and crafts". Under the umbrella of the Melbourne Maritime Museum object collection are four groupings of objects: those that are associated with the Polly Woodside and the Duke and Orr's dry docks; those associated with Melbourne's maritime history and heritage; those with no provenance or association with Melbourne; and a collection of shipwrights' tools.

Ongoing storage of the whole collection is an issue for the Trust and must be resolved by the end of 2009. The Trust's intention is to deaccession those collection objects that are not associated and cannot be used in the new Polly Woodside museum in accordance with the Collection Management Policy. The Trust recognises that it has a responsibility towards the collection and plans to offer objects to other museum institutions after approaching the original donors.

*Katie Symons - Curator*

## Margaret McCall



Margaret McCall who passed away in July 2009 was one of our most enthusiastic and dedicated shop volunteers until ill health forced her retirement in early 2000. She was also renowned for the 'goodies' which she brought for the enjoyment of staff and volunteers. Margaret's day was eagerly awaited not only for her work in the shop but also for the scones, cakes and biscuits would appear from her bag. Nor was Polly the cat forgotten. Everyone knew when Margaret was approaching as Polly would race to the gate to await her treat and then retire to the shop counter to sleep off her meal. Margaret's enthusiasm and knowledge gained for her war time service in the WRANS made her very popular with visitors and an excellent saleswoman.

A keen PWVA member since 1981 Margaret & her husband Hugh were always willing to assist and enjoy any function or event held at the Polly. - *Ann Gibson*

## The Site

The concrete slab for Shed 4 has been poured and it is anticipated that reconstruction of the shed will commence in the next couple of weeks. Negotiations are continuing on the reconstruction of Shed 2 which will house the Polly Woodside/ Duke's & Orr's Drydock exhibits and workshop.

On August 18<sup>th</sup>, a crew will commence filming an 8-12 minute documentary on the voyage of Rona crew member George Andrews and is to be shown in the new display centre in Shed 2.

Toilet facilities for the 8-10 ship volunteers are still limited and the volunteers apparently are now banned from the new Conference Centre after one of the "frogmen" who had been working in the flooded dry-dock had (allegedly) trailed water and sundry marine organisms across their nice new flooring. We told him to take his flippers off before entering the building.

# The Library

The maritime library is on the move yet again (is this the 6<sup>th</sup> or 7<sup>th</sup> time, I've lost count!). Although this time we are only moving next door at Tasma Terrace. We are finding that ship queries are drying up since hardly anyone knows we are there. To try to generate some publicity we have given talks to the Genealogical Society of Victoria, Descendants of the Convict Group and the Maritime Heritage Association of Victoria. On the principal that all publicity is good publicity, I have included a copy of our ship research flyer in this edition of "Wave".

## Pump House Ponderings - Derek Moore

June was a time of monitoring the variable water leakage from the inspection plate seal on the Eastern steam pump inlet pipe, plus cleaning in the Pump Room. The "Polly" heavy duty vacuum cleaner has been very useful removing dust and fragments of former roof lining sisalation from the steam pump casings and pipework.

Some artifacts from the old dock gates have been moved into the Pump Room. These include the large U bolts, two of which were mounted on each gate. The sluice gates, which Arthur Woodley was hoping would be preserved, were removed from the dock gates during their dismantling and are currently lying on the ground near the dismantled two-ton wharf crane. Hopefully these interesting gates (2 small and 2 large) can be incorporated into the displays, in the future, as they would help visitors understand how the dry dock worked, in its operational years.

Following the pumping out of the dry dock for "Polly's" docking, the inspection plate on the Eastern inlet pipe was removed.

On 1<sup>st</sup> September, Dr Peter Mart, corrosion scientist visited and using an underwater camera, filmed more of the interior of the open inlet pipe, the visible section of the pump impeller and down to the bottom of the inlet. He discovered that the concrete lined tunnel under the dry dock wall (see photo on page 9 of the 1985 story about Duke's & Orr's Dry Dock) appears relatively unsilted at the Pump Room end!

# MARITIME RESEARCH SERVICE

Since the closure of the Melbourne Maritime Museum we have moved our maritime library to the National Trust HQ and have continued to offer a MARITIME RESEARCH SERVICE.

We have an extensive maritime library including 200 years of Lloyd's Registers and a collection of around 40,000 photographs of ships from the mid-19<sup>th</sup> Century to the present day and searchable databases which record all passenger shipping arrivals to Australia & NZ from the 1<sup>st</sup> Fleet onwards.

We undertake research on behalf of members of the public including family historians who are seeking information and photos of ships, their voyages and the maritime history of the Port of Melbourne.

**Research Costs - \$20 for up to two queries, extra queries \$10 each. Ship's photos \$10 each (postcard size) or as emailed JPG's.**

Proceeds go to the National Trust of Australia (Victoria) and are used towards maintenance of the tall ship Polly Woodside.

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Please contact us at the National Trust of Australia (Victoria): Tasma Terrace, 4 Parliament Place, E. Melbourne, Vic. 3002.

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