



WAVE



Number 184

“the ship comes first”

June 2024

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



Face of medal



Obverse Side`

Medal Case Lid



The World Ship Medal presented to Polly Woodside in 1989 to honour her admirable restoration.

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Chairman's Report:-, *We achieved 184 Hours working on Polly Woodside in 2024.*

Our Tuesday Gang of volunteers consists of Mike Ridley, & Neil Thomas, with Campbell coming down whenever he can. No Mark as NTAV has barred him, with no obvious reason stated.

Roger Wilson is coming in when possible, and you know when he is there. He had set up with the assistance of Mark (as film-maker and student) to give sail-making lessons to National Trust facilitators and volunteers on a number of occasions, which we hope will continue.

Also we will always welcomed Wayne Bette back whenever he is free

Our Bosun Jeff was with us for 5 weeks recently, but is off again – all at sea?

The Deckhouse:-

Thanks to Mark's army truck cover the deckhouse roof has dried out, along with the interior, however the damage has been done. In the crews' quarters and the cabins the bunk bases need to be renewed, and the galley's fittings have suffered so much with the water ingress that they all require replacement (except the stove - thank goodness!). Also, the roof cover has been lowered to allow greater covering over the deckhouse.

All the crew's clothes and the paillasses are still on the 'tween deck, where we put them to dry in October 2022, and desperately need to be either aired or replaced.

Due to an illegal entry into the deckhouse via the roof, the starboard cabin door upper panel was damaged on the first attempt, but was kicked in on the second. The Maintenance crew have installed a temporary door at present, and NTAV's maintenance carpenter Craig is making an entirely new replacement door.

The Ship:-

Decks & scuppers have been cleaned, & cleared rubbish from under fo'c'sle head.

Removed Port side boat davit falls and blocks to repair and replace, & replaced rotten section of transom on ships' boat.

Poop furniture cleaned, oiled, and operation of slides checked, & all fife rails cleaned and oiled.

Unfortunately she doesn't look any better, with even the officers' quarters are now looking tatty

The new generation of the National Trust have decided to update their database and regulations, so now unfortunately this includes the P.W.V.A..

As they have the school groups through to get the money – also on our allotted working day there. Hence, as of now, volunteers working on the ship or ashore (the site) must have a 'Working with Children Permit' , and have had a 'Police Check'., before they can work on the site.

A motion was moved at the AGM that any PWVA volunteer wishing to work on the site as a permanent volunteer will be recompensed for the cost of the 'Police Check'.

On discussion with Rob Kercher, National Trusts Senior Operations Manager, we feel special working days can be organised for special groups to work on the ships' major projects free of school groups. This will require a specialist group (similar to the former Ship Committee) to produce a Maintenance Schedule, arrange dates and work parties combining both National Trust and interested parties.

The Story of our World Ship Medal.

A Notable Occasion by Bob Botterill (From Wave No.45 / December 1988).

Despite a howling gale and near freezing conditions, typical of Melbourne's spring weather, the presentation to the POLLY WOODSIDE on the 17th October 1988 of the World Ship Trust's medal for supreme achievement of maritime heritage was a truly memorable event. The ship was resplendent in fresh paint work, sparkling brass and mellow varnish together with all the loving care which has been lavished on every aspect of her restoration. In view of the inclement weather, our Chairman, Commander Michael Parker, had to make the agonising decision to hold the ceremony ashore rather than aboard the ship. But the occasion, which was graced by his presence of His Excellency the Governor of Victoria, Dr. Davis McCaughey and Mrs. McCaughey, lost none of its impressiveness for that.

Proceedings began when His Excellency was introduced to volunteers at the dockside. Following the blessing of the ship by Padre Ian Hunter of the Mission to Seamen, the President of the National Trust of Australia (Victoria), Mr. John Dwyer, welcomed distinguished guests and outlined the early history of the project. He then introduced the Governor and invited him to present the medal. The Governor spoke of the achievement represented by the POLLY WOODSIDE restoration, recalling he had himself had been brought up in Belfast in the shadow of Workman Clark shipyards where POLLY was built. He then presented the medal to Commander Michael Parker on behalf of the project.

In accepting the medal, Commander Michael Parker, who is himself a newly elected trustee of the World Ship Trust, stressed that the award is not given easily and is in recognition of the dedication, devotion to historical detail and quality of restoration of this great ship – POLLY WOODSIDE now ranking with such ships as VASA (Sweden), MARY ROSE and HMS WARRIOR (UK), USS CONSTITUTION (USA) and JYLLAND (Denmark). He paid a special tribute to the role of the volunteers in all aspects of the ship's restoration, as well as those working for the ship as part of the overall Melbourne Maritime Museum – and, in memory of those volunteers who did not live to see the completion of their work and have now passed on, Danny Spooner contributed a moving rendition of 'Fiddler's Green'.

Finally, we were all delighted to learn that, despite initial concerns, the band of HMS ARK ROYAL was going to make it after all. The band's superb playing was a fitting contribution to the grandeur of this memorable occasion.

Footnote:-

Bob Herd, Naval Architect, and Chair of the ex-Ship Committee, was invited to go to England to bring the medal back to Australia.

He took with him a piece of teak, from Polly Woodside's original pin-rail, which on arrival in England was given to a master craftsman, who shaped a box for the medal, with a cover having a barque rigged ship and the words 'Barque Polly Woodside' carved into it. A gift appreciated nearly as much as the medal itself. (See photo on the cover).

It is with regret I have to report that the Medal's box has disappeared, and cannot be found – the National Trust had no knowledge of it.

If anyone has any information, could you please contact me.

Ernest Shackleton's Last Ship, *Quest*, Discovered Off the Coast of Canada

The famed explorer died of a heart attack aboard the ship near South Georgia Island in 1922, and it sank in the north Atlantic Ocean in 1962

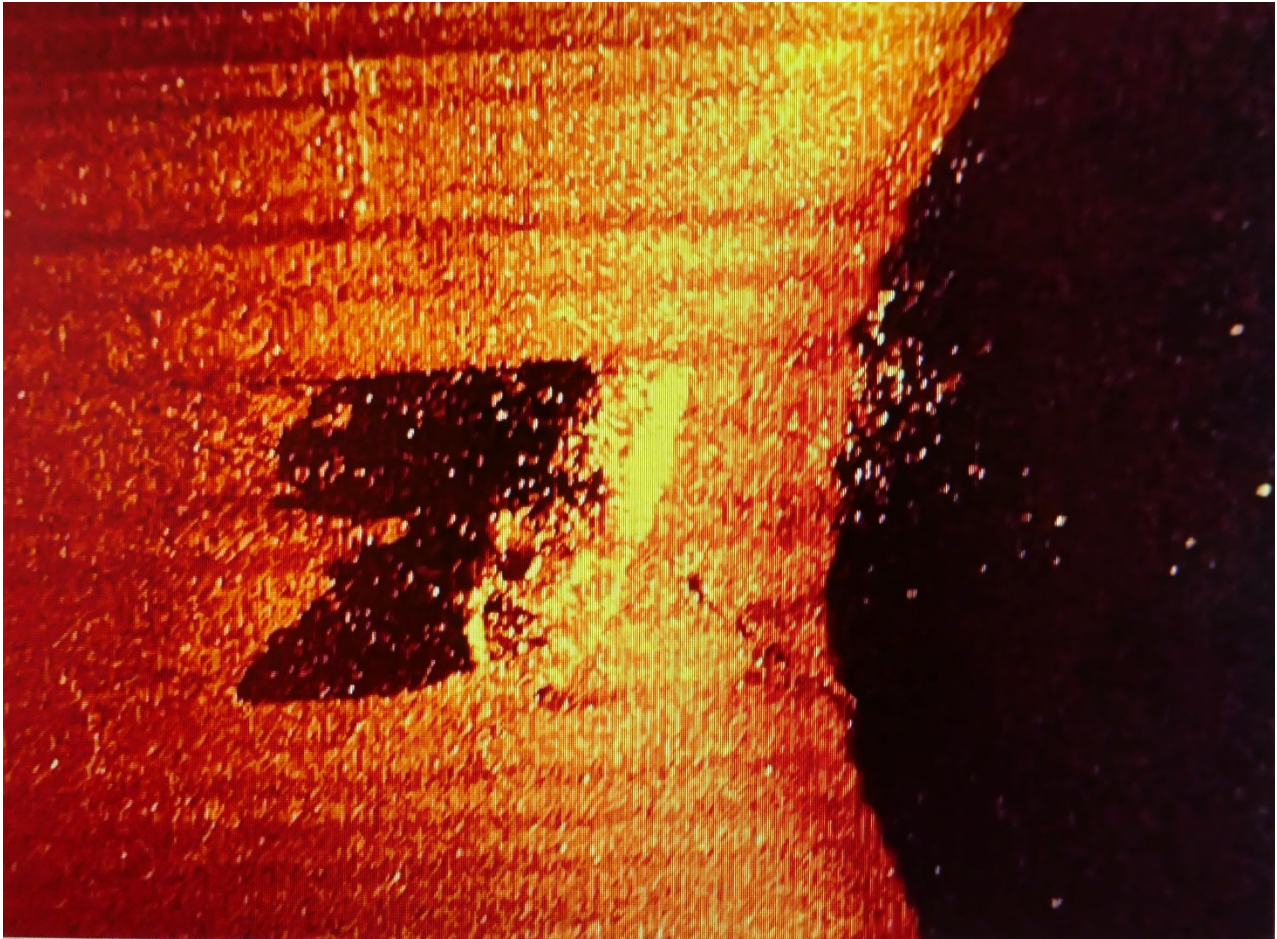


After Shackleton's death, the ship was used for seal hunting, Arctic research and rescue missions. British Arctic Air Route Expedition / Royal Canadian Geographical Society

Famed explorer Ernest Shackleton had already completed three successful expeditions to Antarctica and was in the early stages of a fourth when he died of a heart attack in January 1922. Shackleton, 47, was found dead in his bed aboard the ship *Quest* while it was anchored off the coast of South Georgia Island.

After Shackleton's death, the Norwegian-built, schooner-rigged steamship was used for seal hunting, Arctic research and rescue missions, until it wrecked off the northeast coast of Canada on May 5, 1962. Thick sea ice was the culprit, piercing the ship's hull and sinking it. Fortunately, all of the crew members aboard at the time survived.

Now, researchers say they have located the *Quest's* final resting place. Using sonar, a team led by the Royal Canadian Geographical Society found the wreck 1,280 feet below the surface of the northwest Atlantic Ocean roughly 15 nautical miles off the coast of Labrador. It's sitting on its keel, with its broken mast lying on the seafloor nearby.



The team used sonar to search a 24-square-nautical-mile search area. Royal Canadian Geographical Society

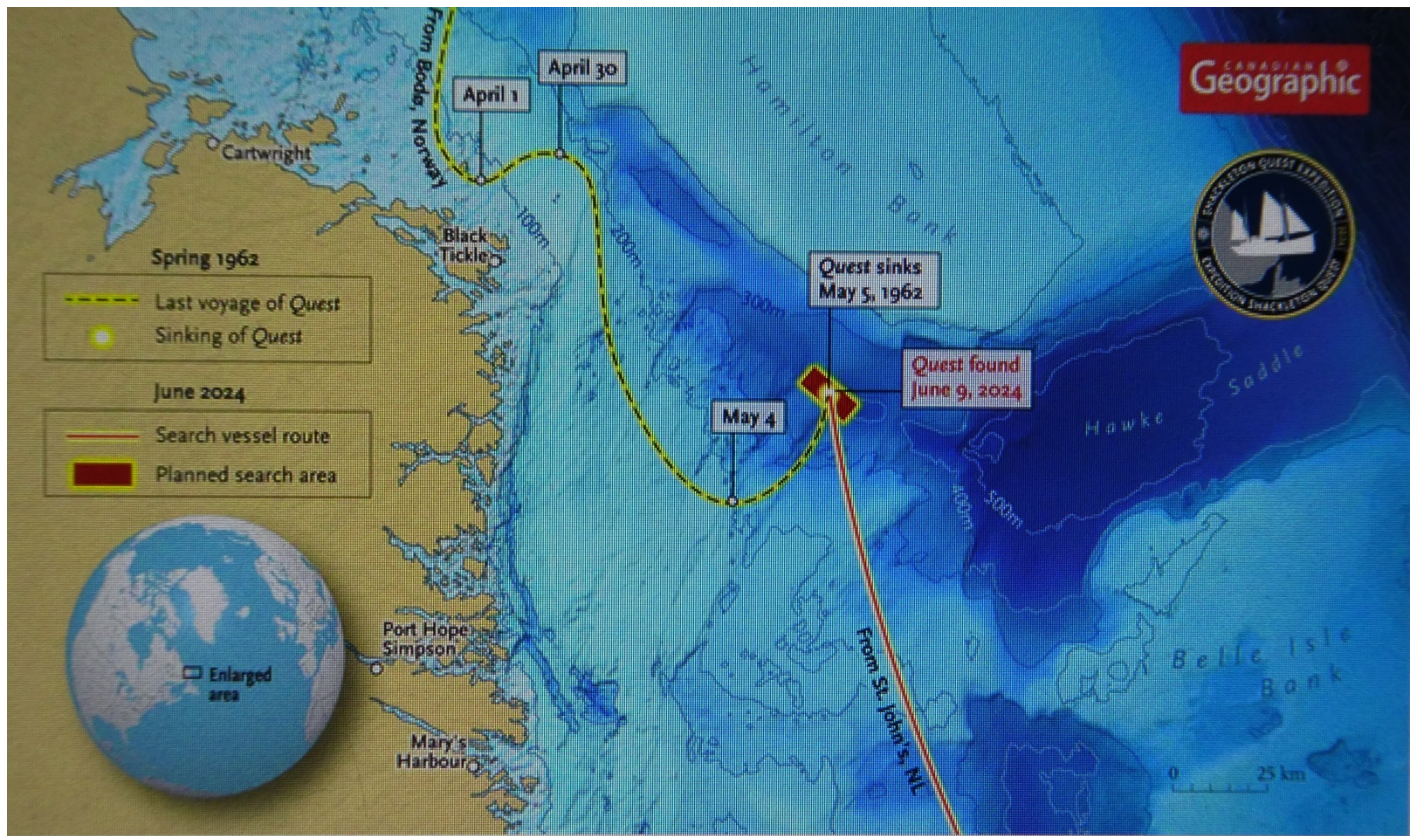
"This is now a part of Canadian cultural heritage, Newfoundland cultural heritage, [and] world cultural heritage," says David Mearns, who served as search director for the project, to CBC News' Mike Moore and Elizabeth Whitten. "It's a very, very significant shipwreck."

The team had only been searching for *Quest* for five days—while sailing aboard the research vessel *Leeway Odyssey*—when their sonar system detected something on the sea bed. In the future, researchers hope to return to the site to take photos of the wreck with remotely operated underwater vehicles.

Two years ago, researchers found another of Shackleton's ships, the *Endurance*, on the Antarctic sea floor. The *Endurance*, which was larger than the *Quest*, sank into the chilly Weddell Sea 1915 as Shackleton and his crew of 27 men watched helplessly from nearby sea ice. The vessel's sinking set the stage for one of the most improbable—and impressive—survival stories of all time.

By the time *Endurance* sank, it had already spent 10 months trapped in pack ice—while Shackleton and his men desperately tried to free it. Eventually, though, the shifting ice began to take its toll on the wooden ship, which began to twist and take on water. The men had no choice but to abandon ship.

Shackleton and his crew piled into three lifeboats, then made a difficult five-day journey to uninhabited Elephant Island. There, they survived on seal, seaweed and penguins. With no hope of being rescued, Shackleton and five men sailed 800 miles to a whaling station on South Georgia Island. Four months later, he returned to Elephant Island and rescued his crew. All 28 men survived the ordeal. Island. Four months later, he returned to Elephant Island and rescued his crew. All 28 men survived the ordeal.



Researchers used the ship's last-known position, as well as historical maps and logs, to aid in their search.
Royal Canadian Geographical Society

"After *Endurance* was found, a lot of Shackleton buffs all over the world ... immediately turned to *Quest*," says John Geiger, who helped lead the recent search, to the Guardian's Campbell MacDiarmid. "'Where's *Quest*? Can we find it?'"

While smaller than its predecessor, *Quest* was heralded at the time for its technological innovations. Wireless radio equipment, electrical rigging, and a seaplane were all a part of its initial Shackleton-led expedition.

Researchers used the *Quest*'s last-known position, as well as historic maps, logs and data, to narrow its possible location. They considered where weather conditions and currents might have pushed the vessel after it sank. In the end, after searching an area spanning 24 square nautical miles, they found the ship roughly 1.5 miles from its last known position.

Shackleton's granddaughter, Alexandra Shackleton, supported the mission to look for *Quest* and told BBC News' Jonathan Amos she felt "relief and happiness" upon learning the ship had been found.

"For me, this represents the last discovery in the Shackleton story," she added. "It completes the circle."

Wreck of WWII Submarine Found After 80 Years

The USS Harder, known by the nickname “Hit ‘em HARDER,” was led by a commander known for his ‘particularly audacious attacks’ on Japanese warships



The 311-foot-long vessel was built in Connecticut starting in 1941 and made six war patrols in search of Japanese warships.
Naval History and Heritage Command

The USS **Harder** was prolific during World War II, sinking the highest number of Japanese warships of any American submarine during the conflict.

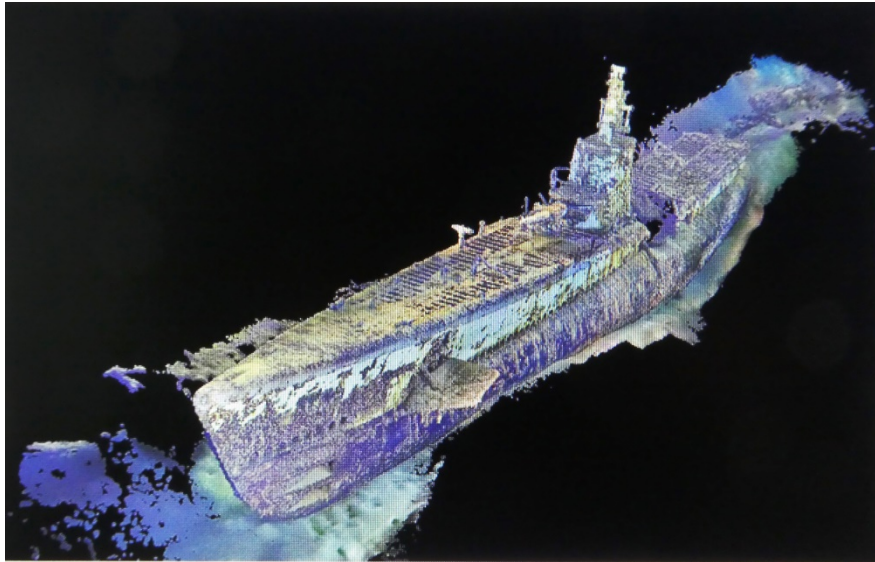
But on August 24, 1944, after a battle with a Japanese ship, the submarine disappeared somewhere off the coast of the Philippines with 79 crew members onboard. For the last 80 years, the exact location of the wreckage has remained a mystery—until now.

This week, the U.S. Navy announced that it had located the final resting place of the USS **Harder**, also known by its nickname “Hit ‘em HARDER.”

The vessel is submerged under 3,000 feet of water in the South China Sea near Luzon, an island at the northern end of the Philippines. The USS **Harder** is sitting upright on the seafloor and is relatively intact, except for damage to its conning tower from the Japanese depth-charge that sank the submarine.

Underwater archaeologists with the Naval History and Heritage Command confirmed the wreck site after reviewing data gathered by the Lost 52 Project, an initiative that aims to find missing American submarines.

“**Harder** was lost in the course of victory,” says Samuel J. Cox, a retired U.S. Navy rear admiral and the director of Naval History and Heritage Command, in a statement. “We must not forget that victory has a price, as does freedom.”



Researchers with the Lost 52 project found the wreck site and created a four-dimensional photogrammetry model of the submarine. Tim Taylor / Lost 52 Project

The USS **Harder** was built in Groton, Connecticut, starting in December 1941, according to the Naval History and Heritage Command. The ship was officially commissioned on August 19, 1942, under the leadership of Commander Samuel D. Dealey. The 311-foot submarine could reach speeds of up to 20.25 knots when surfaced and 9.75 knots when submerged.

After steaming through the Panama Canal and spending some time at Pearl Harbor, the vessel headed west toward Japan in June 1943. Once there, it began “hunting” enemy ships, per the Naval History and Heritage Command.

In total, the sub made six war patrols in a little over a year. During the vessel’s sixth and final patrol, the USS **Harder** joined two other submarines, the USS **Haddo** and the USS **Hake**, in the South China Sea near Luzon. At around 7:30 on the morning of August 24, the crew aboard the USS **Hake** reported hearing 15 rapid depth charges explode in the distance.

The USS **Sake** searched for the USS **Harder** in the area, but only found a ring of marker buoys that spanned a half-mile radius. Later, Japanese records filled in the missing details of what happened to the USS **Harder**.

The submarine had fired three torpedoes at a Japanese escort ship named CD-22. The ship evaded the attack, then began firing depth charges at the USS **Harder**. The fifth depth charge made contact and sank the submarine. The Navy declared the USS **Harder** presumed lost on January 2, 1945.

During the war, the USS **Harder** was credited with sinking six Japanese destroyers, two frigates and 20.5 freighters/tankers. After the war, those numbers were revised to four destroyers and two frigates, “which is still the most warships sunk by a single submarine commander/submarine in U.S. Navy history, and quite likely the most of any submarine commander in any nation,” Cox wrote in a post on LinkedIn.

The vessel received six battle stars for its service during WWII, as well as the Presidential Unit Citation for its first five patrols. Dealey, the sub’s commander, was posthumously awarded the Medal of Honor and a Silver Star. He was known for making “particularly audacious attacks,” but also for using “astute judgment in being cautious depending on the tactical situation,” according to Cox.

The USS **Harder** is one of several American submarines located by the Lost 52 Project since 2010. The team has also found the USS **R-12**, USS [Grayback](#), the USS [Stickleback](#), the USS **S-26**, the USS **S-28** and the USS [Grunion](#). In 2021, the Navy gave Tim Taylor, the founder of the Lost 52 project, its highest civilian honor, the Navy Distinguished Public Service Award, for his work locating missing submarines and, perhaps more importantly, bringing closure to the surviving family members of the men killed onboard.

“It’s not about finding wrecks,” Taylor told NBC News’ Anna Schechter and Rich Schapiro at the award ceremony in 2021. “It’s not about finding ships. The loss of someone... and not knowing where they are, leaves a hole in families. The importance of our work is to connect families and bring some type of closure and peace even generations later.”