



WAVE



Number 182

"the ship comes first"

September 2023

The Newsletter of the Barque Polly Woodside Volunteers Association Inc.



Mark cleaning the Deckhouse roof after we had removed the canvas etc.

**Our present to Polly Woodside for her
140th birthday will be the complete
restoration of the Deckhouse.**

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Chairman's Chat, with Report on Deckhouse's Condition.

Our Tuesday Gang of volunteers consists of Mike Ridley, Mark & Neil Thomas.

Roger Wilson is coming in again, and you can feel the welcome difference this makes to the ship and the site.

Roger has also started teaching Mark sail making which they are videoing. A visual record is fantastic and it could well be a valuable asset in the future 'Maintenance of Polly Woodside'.

Our Bosun Jeff has been with us since March, left us in August, & will return later this year. Also we have welcomed Wayne Bette back for a few weeks.

Unfortunately we miss Richard, and hope he can return in the future.

Re the front cover, we are making the Deckhouse our project for Polly's 140th birthday.

As a result the canvas and top hamper have been removed from the deckhouse roof, which has been hi-pressure cleaned. The sky lights' fittings leaks have been identified and marked for later repair. Skylights to be cleaned, oiled, and re-glazed, The caulking appears OK, but the tar is in poor condition , so the top surface is to be removed and Sikaflex used for resealing.

Sills above the doors have been removed for reconditioning and painting.

The two cabins (Sailmaker, Carpenter and Bosun) have been cleaned and mould removed. The floor of the port side cabin's wardrobe was found to be rotten, and removed for replacement

On close examination of the port side, it was discovered that the margin board alongside the deckhouse was obscuring the 'well holes' (drainage holes from the deckhouse), and when a channel was cut in the margin board, water ran out freely, accounting for the rot in the port cabin's wardrobe floor.

Pump house From Derek Moore (1/08/23):-

The last visit to the Pump House was on Monday 5th June. Miles and I checked water levels in the sumps, undertook cleaning and oiling tasks, checked the function of the automatic sump pumps and welcomed some passers-by who were most interested in the steam engine and pumps.

I happened to be in the precinct on the evening of Saturday 22nd July and was impressed by the lighting inside the Pump House, which enabled you to see much of the interior, including the machinery, from outside the glass walls. I would encourage any PWVA members who might be in the area at night, to take the opportunity to see the illuminated engine and pumps, especially from the upper level, with your back to the Convention Centre.

There was a *Book Signing at Polly Woodside, on Sunday 2nd July 2023*. The Author, Denis Robertson, was on site from 11am till 12pm selling and signing his book '**E. Graeme Robertson Physician, Photographer, Preserver**'. He had spent many long hours researching at Polly, quizzing us, to ensure his chapter on the ship is accurate.

The book, is a biography of Graeme Robertson who led the restoration of the Polly Woodside between 1968 and 1975. The chapter on the ship emphasises the importance of sailing ships in the discovery of Australia by Europeans and then in the conduct of trade with the rest of the world. The work of many people who contributed to the success of the restoration is recorded.

Denis is generously offering the book for \$14.00, to PWVA members. Please contact me for details. Ideal for Christmas or birthday presents. Or just to have!

Deck house Condition and the Proposed Restoration.

Report by Mark Thomas

Timber Roof.

Temporary covering and remaining canvas section removed

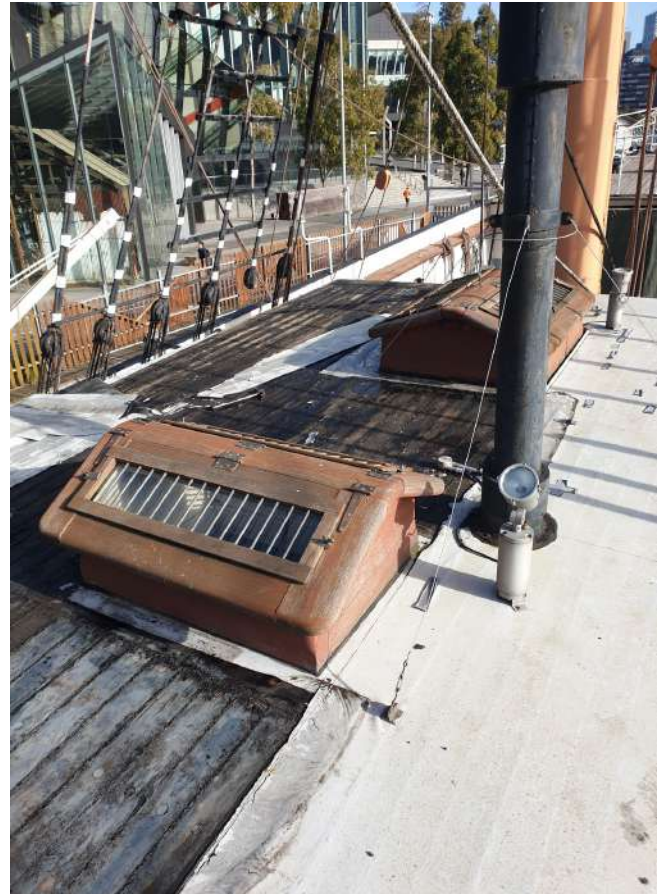
Boards in excellent condition, paint stained, surface weathered.

Caulking fair to failed. Bitumen has become brittle and with air holes.

Water is moving through caulking in the key areas, around sky lights and the lower aft end of the Port and Starboard cabins (bosun, sailmaker and carpenter).

Roof Margin boards are 90% very good, but the aft end has damaged corners.

Skylights, the timber is in good condition, and the sealer has weathered The glass putty is brittle and failing



Door ways;

Water damage to timber lower sill (thresholds), when rain hits the doors, regular water is coming in under doors running down to the lower sill and pooling on the floor at the aft ends.

. Also the aft facing cabin doors where water flows off the roof receive more water than crew's accommodation cabin

As the Galley doors are metal, they only receive minor water from the weather.

Deck Margin Boards:. Timber is in 80% good condition, however the caulking is failing, particularly where the aft section, receives the most water from roof, it is average to failing.



Port Cabin

There is water pooling damage to the lower floor and the base of wardrobe, which requires replacement.

The artifact carpenters tool box has some water and rust damage.

Bunk bed boards having been removed and require cleaning.

Walls also require surface cleaning, and scrubbing to remove the mould.

Repair or replace the metal which joins some areas, particularly the floor on the aft side below the door where water has pooled.

Starboard Cabin,

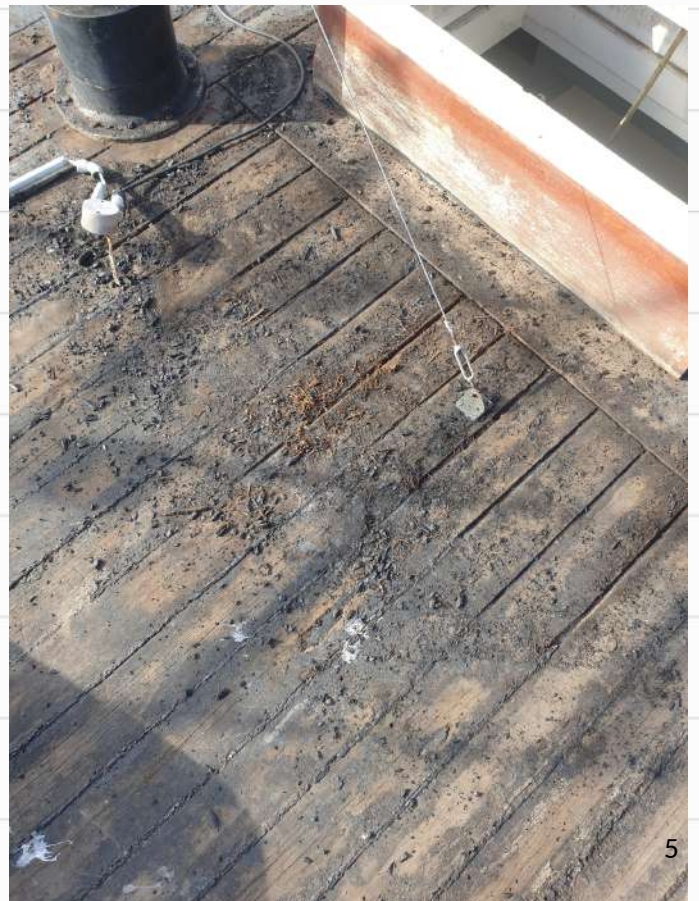
The floor and cupboard base are in good condition, but the surface requires scrub cleaning.

The bunk bed needs the same attention as the port cabin.

Crew Accommodation:

The table has some water staining, but light cleaning.

Skylight requires a good clean to remove mould.



PROGRAM

Roof:

Caulking,

Staged removal

Scrape out failed bitumen from worst leaks.

Clean top 5 to 10 mm.

Reseal with black polyurethane 'Sikafex'.

If required replace original caulking with new cordage.

This method has been applied close to Skylights and Port Cabin with positive results.

Margin Boards

Starboard Aft Corner
Port Side

Replace one metre of rotten piece.

Top damage confined to narrow long strip.

Clean, timber repair.

Clean original joints, and repair if required.

Sky Lights Exterior

Light sand. Timber rejuvenation and seal.

Replace window putty.

Interior

Scrub clean to remove Mould.

Deck Margin Boards

Replace damaged sections aft. Seal boards.

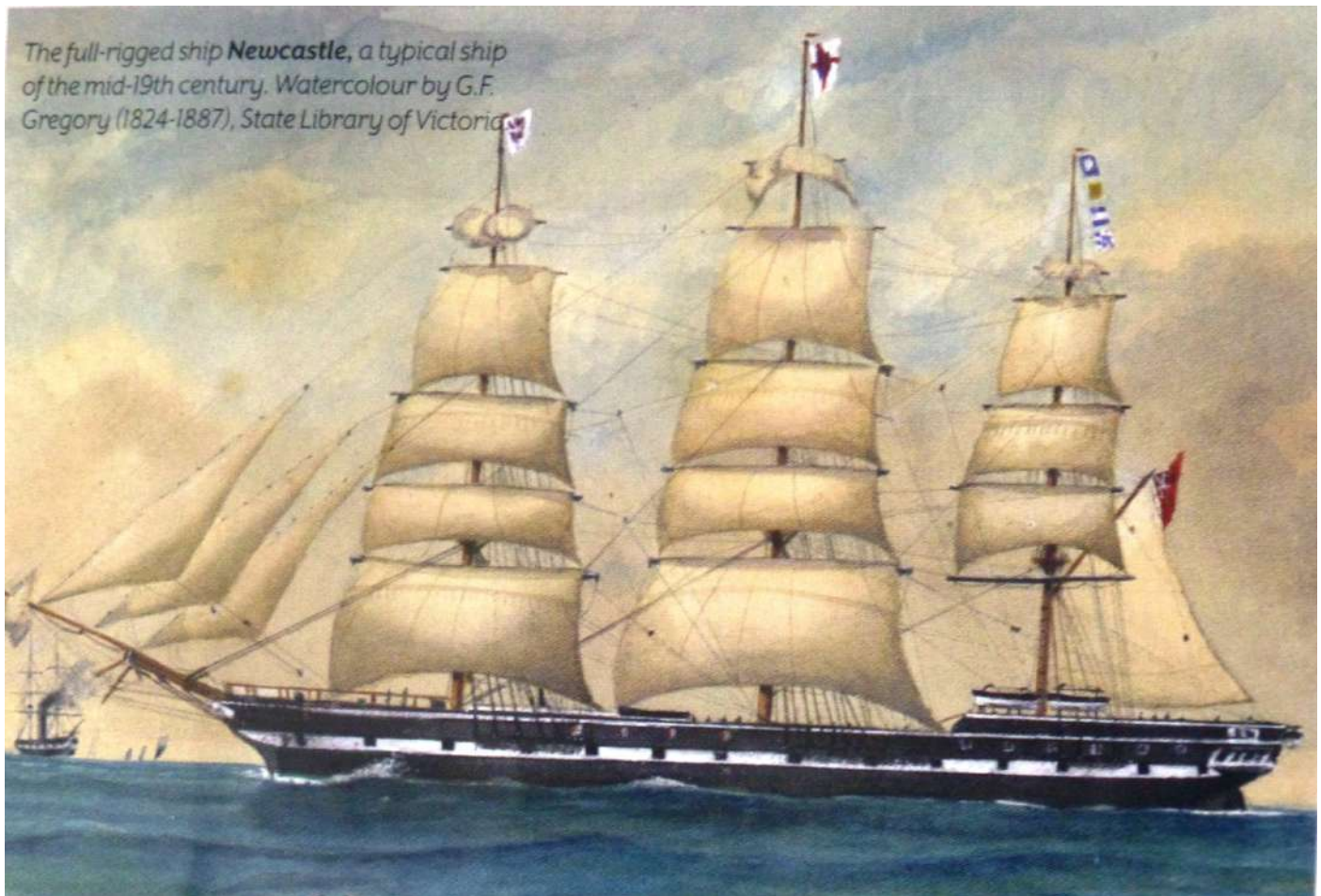
(Hardwood timber, deck Douglas Fir, no sealer).

Recaulk.

Cabin Doorways

Repair lower sills- a metal edge for strength and water





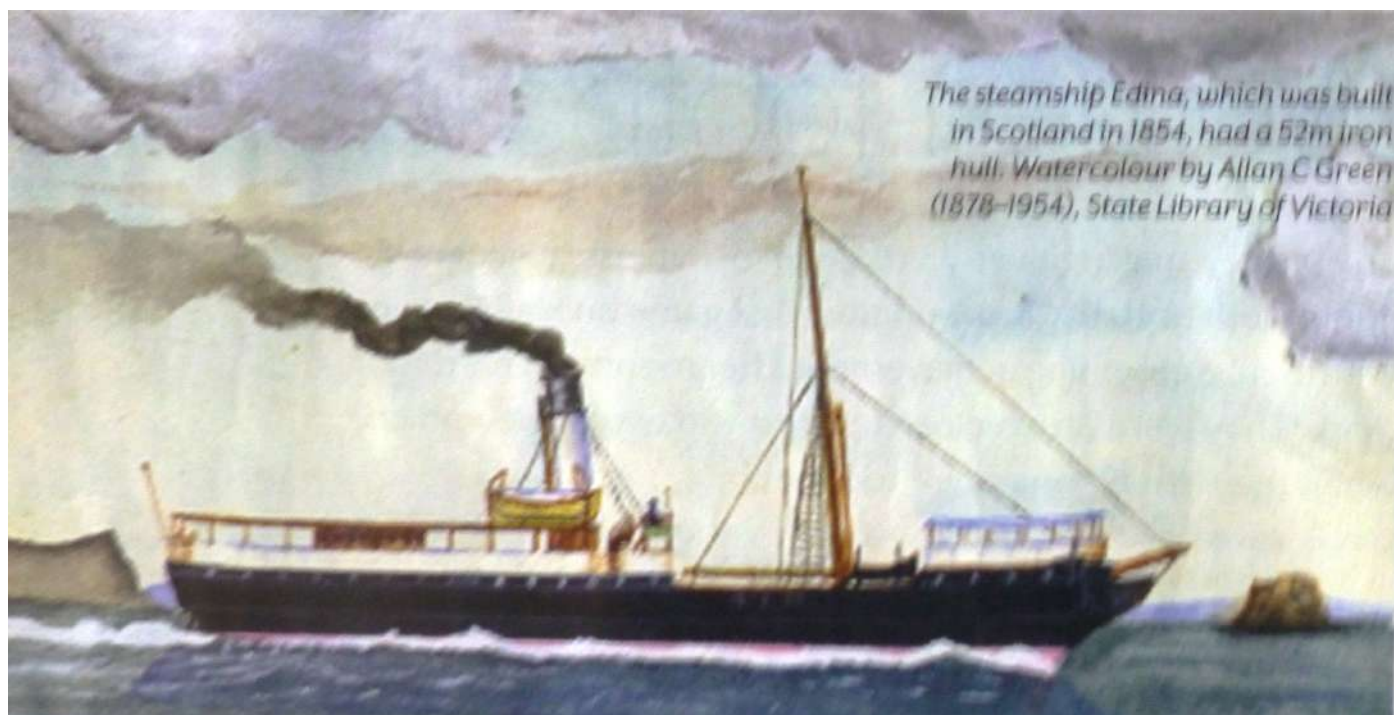
Shipwreck at Point Nepean, 1853

While there are several deaths by drowning each year, the most tragic are those in which a person has perished while attempting to save another. William Owen lost his life on June 1, 1835, when he tried to rescue the crew of the ship **Sea**, which had struck a reef near Port Nepean during a storm. The **Sea**, a wooden ship-rigged vessel, had arrived at Hobsons Bay on May 15, 1853, after a voyage of 90 days from Liverpool. She brought 380 immigrants, all reported to be in good health. Five babies had been born during the passage and there had been seven deaths.

Departing from Melbourne on Thursday, May 26, the **Sea** anchored at Shortlands Bluff until the following Tuesday. Though Captain Taylor of the pilot vessel **Boomerang**, advised Captain McKay not to put to sea, he weighed anchor and attempted to sail out through the Heads. After dark, Captain Taylor, who thought the **Sea** might be in trouble, set off in his whaleboat with six men and found her stranded on rocks. He was unable to bring his boat near the wreck but after beaching it he reached a point on the shore close to it about midnight.

At daylight, a very high sea was running with waves breaking right over the wreck. Some hours later, Owen volunteered to swim to the wreck with a rope tied around him. As he neared the stranded vessel, one of her crew jumped into the surf and Owen tried to save him. Unable to reach the man and probably near exhaustion, Owen untied the rope and attempted to swim to the shore but was overwhelmed by the surf and carried out by the retreating waves.

Seven of the crew of the **Sea** had loweed before midnight but were unable to persuid others to join them. These arrived safely near Shortlands Bluff about 1am. Other than two men who reached the beach in an exhausted condition, and one later rescued from a floating spar, all the 17 men remaining aboard were drowned when the **Sea** broke up soon after 2pm



The Old Lady of Port Phillip, 1853 to 1957

'The Old Lady of Port Phillip' made her final voyage on June 6 1938, after a long working career which began in Scotland in 1854. It was the last voyage of the s.s. **Edina** as a powered vessel before she became a coal lighter with her name changed to **Dina**. During her last 19 years she was moved around the port by tugs.

s.s. **Edina** was launched on the Clyde from the shipyard of Barclat, Curle & Co. as an auxiliary steam ship, having a two-Cylinder, compound steam engine and rigged as a barquentine – square rigged on the foremast and fore-and-aft on the Main and mizzen.

Her early life was in the cross-channel service then in carrying horses and supplies to the Crimean War. Six times she ran the Union Navy's blockade, with cotton from Texas, and spent some months in the Mediterranean fruit trade before she was sold to two Melbourne traders in 1862. Her propeller was removed and she sailed to Port Phillip where she arrived in March 1863

After nearly 12 years in the coastal trade to Western Victoria, six voyages to New Zealand with prospectors bound for the gold rush and a period on the Melbourne to Geelong service in 1880. During her life she was altered on a number of occasions but she always maintained her popularity with passengers.

Her career was not without mishaps, with her being stranded six times. In 1863 she was driven ashore by a storm at Portland and six years later she ran on to the Lonsdale Reef at Port Phillip Heads. Twice she ran aground at Port Gellibrand in fog and on a third occasion her captain ran her aground there after a collision with another ship. Fog also caused her to run aground near Portarlington in 1932. Over the years she had she had collisions with three other ships, all of which sank, but although needing repairs **Edina** survived. She went on to become one of the longest-serving ships in history, being 103 years old when broken up in Melbourne in 1957.

Maurie Hutchinson is President of the Peninsula Ship Society.