



MAINSTAY

**MARITIME HERITAGE
ASSOCIATION OF VICTORIA**

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EDITORIAL

Welcome to our newsletter Mainstay! Sadly, we must again report that progress towards our primary objective of a state maritime heritage centre at Williamstown continues to be frustratingly slow.

We understand that Seaworks Foundation, the body established by Steve Bracks to manage the development of the Williamstown site, is reviewing a new draft lease document from Parks Victoria, the government agency that controls the site. In the meantime, the site planning process which was initiated jointly by Parks Victoria and Seaworks Foundation appears to have ground to a halt. The planning study scheduled for completion last November, to which the MHAV made a comprehensive submission, has still not seen the light of day. It can only be hoped that this planning process is revitalised by Seaworks once the site lease is issued.

Recently MHAV learned that the National Trust is reassessing the extent of its maritime collection, which was previously housed at the Polly Woodside Melbourne Maritime Museum. The new facility proposed at Southbank will focus only on the ship itself and the history of the Dukes and Orrs dry docks, and will be unable to accommodate the full collection. Faced with the ongoing cost of storage of the collection, the Trust is seeking to dispose of items which it considers surplus to its requirements. ***The MHAV is very concerned that valuable items from the collection may be dispersed before there is an appropriate heritage venue to house them, and we are in discussions with the Trust to ensure that relevant items are not lost to the community due merely to a temporary absence of a suitable display location.***

We need the continued support of our members if our voice is to be heard and Victoria is to give due recognition to its maritime past. If a renewal form is enclosed, our records indicate your membership is overdue. In this case please continue your support by renewing. If you also know someone interested in maritime matters, please encourage them to become a member - forms are on the website.

On a brighter note, MHAV is pleased to announce an event on 26 August 2009 to showcase the resources of our major heritage ships - to our supporters, each other and the general public: a celebration of the efforts of the dedicated volunteers who maintain and work them (see enclosed invitation).

This will be followed by a Heritage Vessel Open Day in February next year, to be held at the same time as the Melbourne Wooden Boat Festival. Watch for further information on this exciting event. Finally, we are pleased to welcome a large number of new individual members and six new organisational members - we value your support and hope that you will feel closer to the maritime community through your membership of MHAV.



Polly Woodside, 10 July 2009, dry-docked (Lindsay Rex)

The MHAV Committee

FEATURE: A SAILOR'S DIARY, JANUARY 2009

Over the last 21 months, Tim Horton, a member of the MHAV committee, has sailed as one of the volunteer crew on 15 voyages on Western Australia's sail training ship the *Leeuwin II*. Tim has now sailed along most of the Western Australia coastline, visiting many ports including Esperance, Albany, Fremantle, Geraldton, Monkey Mia, Exmouth, Dampier and Broome.

We left Fremantle harbour, taking shelter behind Rottneest Island for the evening. Next morning we sailed off the anchor to head south. We tacked all day and the next day and night, making little ground against the southerlies. This put the thirty sail trainees through their paces, most discovering that the "mal-de-mer" and sleep deprivation from standing night watches provided a greater challenge than climbing the foremast all of the way to the t'gallant yard.

In summer, the *STS Leeuwin II* sails south, and we were bound for Albany. The "iron spinnaker" was eventually engaged to enable us to continue past Margaret River and onwards towards Cape Leeuwin. The ship rolled persistently with the south westerly swell, making life quite uncomfortable. On Friday night the engines fell silent as we set a cracking pace under sail around the south west of our island continent. The swells persisted until our approach to Eclipse Island. We pass inside to view the spectacular rocky coast line with a geology similar to Wilson's Promontory. We could not help being overwhelmed by the scale and beauty of the coastline as we sailed into King George Sound.

We passed the old whaling station on our way to Middleton Beach, where we sailed onto our anchorage, to lay over for two nights. We entered Albany harbour, with the sail trainees "dressing the ship" by lining up along all four yard arms. Albany provides many pleasant surprises to the visitor, notwithstanding the spectacular King George Sound and adjacent bays with seemingly endless pristine beaches.

Brig Amity

The maritime museum on the Albany foreshore displays a full size replica of the brig which established the first British settlement in Western Australia. After an arduous six week journey from Sydney, the party landed on 26 December 1826 to establish a military post, initially named Frederickstown but six years later renamed Albany. Built in Canada in 1816, *Amity* was purchased by the colonial government in Sydney as an exploration and a supply ship. She also helped establish the new settlement in Moreton Bay, Queensland. *Amity* met her demise off Flinders Island in 1845. The replica was built in the mid 1970s to mark the 150th year of the founding of Albany. Local shipwright Stan Austin with carpenters Pieter van der Brugge and brothers Richard and Rod Olsen, started construction in early 1975. "We had to go back to the old fashioned methods like steaming the planks to twist and pull them into shape 'cause they were fairly thick. Spent a lot of time out in the bush getting grown knees. These are bends in the trees that are the right shape for various parts of the vessel," said Stan Austin. The ship is 75 feet 6 inches (23 metres) long with a beam of 21 ft 5 inches (6.5 metres). (Extract from leaflet)

Albany Whaling Station

On 21 of November 1978, the locally based whale chasers returned to the Albany town jetty for the last time after 26 years of operation. Australia's last whaling station has since been transformed into the region's premier tourist attraction. The centre piece is the steam driven whale chaser *Cheyne's III*. She is surrounded by displays, including the boiler house with the working steam engine from the ship, the whole skeleton of a large blue whale and many interesting interpretations.

STS Leeuwin II

The *STS Leeuwin II* is a Fremantle based sail training ship which carries 40 trainees, 5 professional crew and 10 volunteer crew. Some voyages are structured for adult eco-tourism. In summer the ship sails south west as far as Esperance and in winter sails north to Broome and at times on to Darwin. She also conducts voyages, day sails and twilight sails out of each of the ports visited. The ship is 41.5 metres measured length and 55 metres overall. She has a barquentine rig with three masts and four square sails on the foremast with 16 working sails. For further details please visit www.sailleeuwin.com.

STS *Leeuwin II* (Tim Horton)



MARITIME HERITAGE AND VESSEL REPORTS

ALMA DOEPEL, TOPSAIL SCHOONER: Work continues on full restoration of *Alma's* hull and rig at No. 2 berth, Victoria Harbour, and all loose gear has been removed from the ship, recorded, tagged and stored in Shed 2 alongside. Standing and running rigging and spars are all also now in the shed, the lower masts having been removed on 21 May. All these parts can

now be worked on, repaired, replaced or refurbished as necessary, and this is under way by core members of the extensive volunteer team. Options to slip the hull for the major work required to regain survey are currently being explored.



Alma Doepel after removal of lower masts (Peter Harris)

A visitor centre now being finished in the shed to provide information about the ship's history; the restoration project; and the vessel's future role in youth development on Port Phillip. This together with all the equipment in the shed and work proceeding makes a visit well worth while. The project has attracted support from the City of Melbourne, VicUrban, Lend Lease, and the YMCA's Bridge Project. New volunteers are always welcome to join the *Alma Doepel* restoration project. Training can be given for many tasks.

Contact: Chris Coghlan, 9372 7389, Mob: 0407 860 296. Web: almadoepel.com.au, Email: sail@almadoepel.com.au.

CERBERUS, MONITOR: Friends of Cerberus applied for a \$2.3 million commonwealth grant in May to go with the \$500k grant received in 2008 to allow bracing works on Cerberus to prevent total collapse. The response is awaited. Pivotal Galleries of 442 Bridge Rd, Richmond, are

running a *Friends of Cerberus* exhibition of artwork together with paintings, photographs and artefacts including models, all related to and in support of *Cerberus*, opening on 7 October and running until 18 October. Ph 9429 7755, web pivotalgalleries.com. **Contact: Peter Tully. Ph: 9298 4211. Email: cerberus@cerberus.com.au. Web: cerberus.com.au**

EAGLE STAR, CLASSIC WOODEN FERRY: After an extensive hull rebuild at Queenscliff in 2005 and a new engine, the way forward to complete the rebuilding for local service proved too expensive. As a result the vessel was reluctantly sold, left for Brisbane in April and will be converted to a houseboat. *Eagle Star* is 73ft (22m) long and was built in 1936 for service in Sydney, coming to Western Port in 1954 where she serviced Philip Island carrying cargo, cars and passengers. She sank near Cowes in 1978, but survived as a hulk with several owners, until the major rebuild began in 2004.

ENTERPRIZE, REPLICA SCHOONER - MELBOURNE'S HISTORIC TALL SHIP: *Enterprize* was laid up for most of July for the annual refit. The ship will spend the first weekend each month in Geelong (berths are available for the 30 August trip) with sails from Gem Pier in Williamstown on each third Sunday of the month. Bookings for summer sunset cruises are also now being taken. Melbourne's Foundation Day celebrations occur on 30 August and as usual *Enterprize* is a major attraction. The ship will be open for inspection at C03 Wharf, Waterfront City, Docklands on 29 and 30 August. On Sunday, *Enterprize* will salute the City of Melbourne with her cannon at the City's flag raising ceremony at Enterprize Park. Bill Burrell has been appointed as Operations Manager after sailing on the ship for six years and serving on the Steering Committee. He takes over from Lisa Mostyn who was only with us since April and in turn took over from Rob Fievez after his dedicated service over several years. **Contact: Bill Burrell. Ph: 9397 3477. Email: sailing@enterprize.com.au. Web: enterprize.com.au**

LYTTELTON II, STEAM TUG ENGINE ROOM: In January 2007 the 303tons 38m long twin screw triple expansion engine coal fired steam tug *Lyttelton II*, built to the highest standards in Scotland in 1939, was scrapped at the Rippleside slipway at Geelong. In conjunction with the scrapping, an arrangement was made whereby the Melbourne Steam Traction Engine Club acquired the complete engine room with all equipment and a major section of the associated hull, and later the two boilers, for removal and transport to their facilities at Scoresby. An enormous voluntary effort led to all equipment going to Scoresby where work has progressed under cover to overhaul items and to set the equipment up as it was in the ship, complete with hull section, as an operating exhibition. The result will be a wonderful and easily viewed example of the result of over 100 years of development of marine steam reciprocating machinery and a visit is highly recommended. Apart from this marine exhibition the Club has many other steam and large power items on display and in some cases operation, with many engines run on the last Sunday each month.

Ph: 9763 1614. Address: 1200 Ferntree Gully Rd, Scoresby, open 11-4 Sat/Sun, Web: home.vicnet.net.au/~mstec

POLLY WOODSIDE, MUSEUM SHIP AND DOCK: *Polly* was moved back into the refurbished Dukes Dock on 20 May after 9 months in the river, in time for the official opening of the new Convention Centre on 31 May. On that day the ship was open to the public for the first time since the convention centre work began. *Polly Woodside* was finally dry docked on 8 July after the new gate was lifted into position and the dock pumped out. Her hull is now being cleaned prior to inspection, after which it will be painted, and decisions on hull maintenance and future dockings will be made. Despite "talk" it has always been intended that *Polly Woodside* will, except for maintenance dockings, remain afloat in the dock.

In the meantime Shed 4 beside the ship has been dismantled prior to reconstruction and rebuilding of sheds 5, 6 and 7 is nearly complete, with 8 and 9 down to the Charles Grimes Bridge to follow. The old Warfinger's office and secure cargo "cage" in Shed 5 (the previous Maritime Museum exhibition shed) have been retained. The future of that collection has yet to be

decided as only a small proportion will be required for the future site operation, see Editorial. Work on re-erecting Shed 2 beside the ship has yet to begin. Work to enable the dock to again operate costing \$8.8million has been funded by the government. A further \$4million is being provided by the Plenary Group and National Trust for general works.

Contact: John Wroe. Ph: 9531 5626, mob 0407 530 940.

Email: jacwroe@bigpond.net.au. Web: pollywoodside.com.au

RAVEN, REPLICA CARAVEL: This 21m replica under construction near Warrnambool was visited by a group from the MHAV in June and proved to be a most impressive construction, nearing completion. Visits are recommended. Open: Tues and Thurs 10-12 and Sun 1-4. Address: 49 Forresters Rd, Bushfield, Vic. 3281.

Contact: Graeme Wylie/Felicite Scott. Ph: 5565 4208. Email: raven@aussiebroadband.com.au.

Web: www.madeiraship.com or www.warrnamboolinfo.com.au/accom_result1/replica-mahogany-ship/



Ruby at Wentworth, 20 June 2009 (Ron Mitchell)

RUBY, PADDLE STEAMER: On 20 and 21 June the restored paddle steamer *Ruby* steamed on the Darling and Murray Rivers at Wentworth for first time with passengers since her restoration. The event was part of celebrations to mark the 150th year since the town of Wentworth was named. *Ruby* was built in 1907 at Morgan in SA, is 131ft (40m) long and in 2005 was fitted with a 2 cylinder Robey 2 cylinder steam engine and boiler set very similar to the original fitted in 1907. Restoration began in 1996. Her only previous steaming since restoration was in mid July 2007. A survey certificate is expected shortly which will enable *Ruby* to carry paying passengers.

Contact: Bill & Jane Brook, 5027 2244. Web: psruby.com.

WATTLE, STEAM TUG: Following acceptance of the offer from VicUrban to make a site available at 19 South Wharf for restoration of *Wattle*, the site has been prepared to receive the ship,

and workshop containers have been fitted out by a small band of volunteers. Boom Logistics has been engaged to lift *Wattle* at 24 South Wharf, to transport her on a low loader to No. 19, and lift her on to the new concrete pads and columns. This will be done with two 200tonne mobile cranes over an expected time of 10 hours. The lift at No. 24, just downstream of the Bolte bridge, was chosen by the Port of Melbourne Corporation and is being confirmed as suitable for the loads involved with assistance from Aurecon engineers. Once approval by the POMC is obtained the date for the lift will be set, hopefully in mid August. **Contact: Tony Lewis. Ph: 9846 1819. Email: ailston@iprimus.com.au**

MARITIME HERITAGE SNIPPETS

Beginning with this issue of *Mainstay*, we are including brief mention of significant or interesting maritime heritage developments, both from other states and from overseas, generally with references for further information.

CITY OF ADELAIDE, SCOTLAND, CLIPPER SHIP, FUTURE: A group known as Clipper Ship "City of Adelaide" Preservation Trust in South Australia is conducting a very ambitious campaign for the hull (now named *Carrick*) of the 1864 built clipper and SA migrant ship *City of Adelaide* to be brought from a slipway in Scotland to South Australia. There it would be restored and form part of a proposed Seaport Museum at Port Adelaide, in celebration of the 175th year jubilee of the formation of SA. Signatures on a petition are encouraged. **Web: cityofadelaide.org.au**

MARY ROSE, UK, NEW TUDOR WARSHIP MUSEUM: Finance had been obtained for a new £35million (A\$70) museum to house the recovered remains of the 16th century warship *Mary Rose* and associated artefacts (numbering around 20,000) at the Portsmouth Historic Dockyard. The present hull display facilities will close in September and the new museum should be open in 2012 in time for the London Olympics. **Web: maryrose.org/new_museum/index.html**

PRINS WILLEM, NETHERLANDS, REPLICA VOC SHIP FIRE: A spectacular fire, reminiscent of that on *Cutty Sark* in 2007, largely destroyed the replica VOC ship *Prins Willem* at Den Helder in Holland early on 30 July. This replica was built in the 1980s and exhibited in Nagasaki, Japan until 2003. The original *Prins Willem* was built in 1649 and lost at Madagascar in 1662. See spectacular video, including (aluminium) mast collapse, by googling "prins willem fire" and opening youtube.com

STOP PRESS - TALK ON DISCOVERY OF HMAS SYDNEY AND KORMORIN OFF WA COAST IN MARCH 2008: David Mearns of UK, who directed the successful search for the remains of HMAS Sydney, is giving two talks in Melbourne on 18 August. Bookings can still be made for the second talk at 7.00pm at the Frankston Art Centre, ring Robinsons bookshop on 9783 6488, cost \$15.00.

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