



MAINSTAY

MARITIME HERITAGE ASSOCIATION OF VICTORIA

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Is there a RED DOT on your newsletter? If so it indicates you are not currently a financial member of the MHAV. If you do not renew your subscription, sadly this will be your final copy of the newsletter! If you are not sure of your status, please contact Membership Secretary Neil Thomas on thomclan@optusnet.com.au or 9802 4608. To renew, see the form at <http://www.mhav.net/membership.php>.

EDITORIAL

Welcome to our newsletter Mainstay for November 2009! Unfortunately, progress towards our primary objective of a state maritime heritage centre at Williamstown continues to be frustratingly slow. We were hoping to be able to report that a lease has been signed between Parks Victoria and the Seaworks Foundation, however the deal is not yet signed, sealed and delivered.

The MHAV is keen to enter discussions with Seaworks on the ways in which it can support the site development planning effort through its considerable resources and expertise, however such discussions are pointless until Seaworks has the legal authority to move the process forward.

The MHAV is developing plans for a Heritage Vessel Open Day which will be held in conjunction with the inaugural Melbourne Wooden Boat Festival on 19-21 February 2010. Our intention is to provide visitors with the opportunity to visit our major heritage vessels and to be inspired by the efforts of volunteers with these wonderful historic ships. It is expected that *Polly Woodside*, *Wattle*, *Alma Doepel* and *Enterprize* will participate in the event, which will also provide an exciting opportunity to showcase the core objectives of the MHAV.

In October, the MHAV was delighted to sponsor an award at the ANL Maritime Art Show for the entry which was judged to best portray Victoria's maritime heritage. The winning entry was a painting of the *Polly Woodside* surrounded by her heritage environment in the midst of great change (right). The award was presented to the artist, Jason Roberts, at the official opening held at the Mission to Seafarers on 8 October. The MHAV is proud to support this major fundraising effort for the Mission.

At our AGM on 28 October, we were pleased to welcome the Peninsula Ship Society, Friends of Cerberus and the Wooden Boat Association as member organisations with committee representation rights. We were especially pleased to welcome WBA president Andrew Cohen, who has offered his support to MHAV as a committee member.



Jason Roberts' prize-winning painting of Polly Woodside at 4 South Wharf, before returning to the dock (L. Rex)

Please continue to help us to raise the profile of our maritime heritage by supporting the goals and activities of the association, including our end of year meeting and get-together on 25 November (see enclosed invitation). Only by presenting ourselves as a united maritime community will our objectives be realised. We need your support through your ongoing membership subscriptions and active participation in our ongoing activities. Whatever your individual talents, there will be a way in which you can help the MHAV achieve its objectives on behalf of the Victorian community.

The MHAV Committee

MARITIME HERITAGE AND VESSEL REPORTS

ALMA DOEPEL, TOPSAIL SCHOONER: Work continues on *Alma's* restoration of hull and rig to enable the ship to resume her role in youth development on Port Phillip. At this stage all activity is at No. 2 berth and shed in Victoria Harbour, with the ship alongside and items removed from the ship in the shed. The main working days are Saturday and Sunday and visitors are most welcome to inspect progress and view the visitor's centre in the shed. Enter the area via the bottom end of Bourke St then veer left and right through the car park, continuing on parallel to the river towards the old port control tower. Ample free parking is available.

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Email: sal@almadoepel.com.au.**

CERBERUS, MONITOR AT BLACK ROCK: The Friends of Cerberus organisation was not successful in obtaining a \$2.3million grant under the Commonwealth Heritage Grants program which together with the existing \$500k grant would have enabled *Cerberus* to be braced and saved at this stage. Concern has been expressed that the tens of millions of dollars spent over recent years sinking modern day ex naval vessels around the coast, with more promised, is hard to reconcile compared to the much smaller sum required to save *Cerberus*. In addition a saved *Cerberus* would be much more accessible to the public than underwater vessels (which will disintegrate and be lost over time) and by any measure represents far more heritage value than any of the others. People are urged to write to Minister Garrett seeking reasons for the position taken and seeking support for saving *Cerberus*. See website cerberus.com.au News Page: *Cerberus overlooked in Heritage Grants*.

The recent *Friends of Cerberus* art show at Pivotal Galleries in Richmond was well attended and supported with representatives from HMAS Cerberus in Western Port, the RSL, Naval Association, National Trust Victoria and state and local government in attendance.

Contact: Peter Tully. Ph: 9298 4211. Email: cerberus@cerberus.com.au. Web: cerberus.com.au

ENTERPRIZE, REPLICA SCHOONER - MELBOURNE'S HISTORIC TALL SHIP: *Enterprize* continues with her busy sailing schedule including a 5 day voyage from Williamstown to Port Welshpool via Wilson's Promontory departing on 21 November. Berths are still available. See website for the full sailing schedule and range of cruises available. Anyone who has not had even a short sail on *Enterprize* would find this a most enjoyable and memorable experience.

Contact: Bill Burrell. Ph: 9397 3477. Email: sailing@enterprize.org.au. Web: enterprize.org.au

OTAMA, SUBMARINE EX RAN: Discussions with Authorities continue into the eighth year to finalise a location for the boat to be brought ashore as an attraction in Western Port. All stakeholders are meeting later this month in an effort to put pressure on decision makers. This frustration is reminiscent of the situation at Williamstown. An alternative proposal to incorporate *Otama* in the new marina development at Frankston is also being investigated.

Contact: Max Bryant. Ph: 0438 023 648. Email: maxbry@alphalink.com.au

POLLY WOODSIDE, MUSEUM SHIP AND DOCK: After dry docking beside the new Convention Centre in July for the first time in over 34 years, *Polly's* hull was water blasted in two stages and the hull repainted. Refloating was begun in mid October but a leak in the old dock steam pump house piping (preserved beside the ship and under the control of the Plenary organisation) meant the dock had to be pumped out again to enable repairs to be carried out. In the meantime filming of the ship in water but not afloat was arranged for the Trust. The ship looks a picture with the new paint, worth a visit before will she is refloated after pump house repairs are completed.

Shed 4 beside the river has been re-erected on the repaired support structure and the new roof to replace the previous asbestos cement roof is now awaited. There is no news on re-erection of Shed 2 on the site (to house offices, shop, display and other facilities) so timing of the re-opening of *Polly Woodside* and the site to the public is uncertain. See website for a 3 minute film of *Polly* being towed back into the dock on 20 May.

Contact: Neil Thomas. Ph: 9802 4608, Email: thomclan@optusnet.com.au. Web: pollywoodside.com.au

WATTLE, STEAM TUG: Thursday 22 October saw a great deal of activity at 24 South Wharf, Port Melbourne from about 0630 hours, as cranes, trucks and semi-trailers assembled to lift *ST Wattle* from the Yarra River and transport her to the pre-prepared restoration site 300m away at 19 South Wharf, made available by VicUrban. The cranes were big - two of them, with lift capacities of 200 and 250 tonnes each. The semi-trailers were loaded with over 150 tonnes of counterweights for the cranes. The brand new low loader had 64 steerable wheels and a 500hp prime-mover. All together a very impressive display of machinery. Boom Logistics was in charge of the lifting operation and the low-loader was supplied by Hi-Haul.

While the cranes were being rigged, Bay Steamers Maritime Museum volunteers hauled *Wattle* downstream from Wharf 22 to Wharf 24, turning her as she went so that she was in the correct orientation for the lift. Four slings were passed under the ship and their positions checked by divers from Professional Diving Services. Once the OK was given, the lift began - at about 1030 hours. This proceeded smoothly, efficiently and without incident, although with much anxiety and excitement among the volunteers. Before too long *Wattle* was resting on the low-loader, tightly wedged and ready for the short trip to the restoration site. She was parked outside the site for an hour or two while the cranes were de-rigged, moved to the site, positioned and re-rigged for the next stage of the operation.

The low-loader was then reversed onto the site, parallel with the support blocks. The cranes then again lifted *Wattle* and placed her gently on the keel supports. They held her there while props were fixed to keep her upright.

There was a great feeling of relief and a sense of accomplishment within Bay Steamers Maritime Museum (the operators) and Sorrento Steam (the owners) at the end of the task, at around 2000 hours. Finally, after many years of endeavour, the restoration process had cleared its first major hurdle and work can finally commence on refurbishment towards obtaining a survey certificate and a resumption of passenger carrying operation.

Activities on site since the lift have included re-positioning all the containers comprising workshops, stores, flammable liquids store, fire control centre, office and mess room, connecting the fences to secure the site and re-connecting power. Our neighbour Tom Flood of T J Flood and Co Pty Ltd has been of invaluable assistance in shifting the containers. Volunteers have scraped the hull and installed bilge block supports. This work will continue with renewed enthusiasm over the coming weeks.

Visitors are welcome to the *Wattle* restoration site, enter from Lorimer St right under the Bolte Bridge, turn right and follow the signs. Saturdays are the best visiting days.

Contact: Tony Lewis. Ph: 9846 1819. Email: ailston@iprimus.com.au

MARITIME HERITAGE SNIPPETS

We continue our brief mention of significant and/or interesting maritime heritage events and developments. Contributions are welcome - please advise Lindsay Rex, email shiprex@optusnet.com.au or phone 03 9589 4575.

CANBERRA, EX RAN DESTROYER: *Canberra* was sunk in 30m depth 3km off Ocean Grove as a recreational dive attraction on 4 October. The ship was decommissioned in 2005 and after being towed from WA to Geelong in June 2008 was prepared there for sinking. The project involved \$8-10million of government funding. Sister ship *Adelaide* is now being similarly prepared in Sydney for sinking off the NSW central coast.

LADY CHELMSFORD, EX WOODEN FERRY/EXCURSION VESSEL: Sank at moorings at Central Pier, Victoria Harbour on 18 February 2008. The future is in the hands of the insurers who have yet to decide what will happen to the vessel.

Contact: Web: ladychelmsford.com

LAKE ILLAWONG MODEL BOATS: Many excellent working models (up to 3m long) of well known ships and boat types are "sailed" each third Sunday of the month, 11.00 - 3.00 at Lake Illawong, cnr Thompson Rd and Gladesville Bvde, Patterson Lakes, Melway 97J6. Take lunch and admire the "fleet".

Contact: Rosie Kendall. Ph: 9773 2225. Email: rosey@aussieland.net

SWAP MEET, QUEENSCLIFFE MARITIME MUSEUM: The annual maritime book and artefact swap meet will be held at the Museum on Sunday 6 December from 9.00am.

Contact: June Negri. Ph: 5258 3440 Mon - Fri.

REGINALD M, WOODEN TRADING KETCH AT WARRNAMBOOL: A major overhaul of the 27m 1922 built *Reginald M* at Flagstaff Hill is nearing completion, with the masts and rigging now being prepared for re-installation. Two whalers (for annual whaleboat races) and a dinghy have also recently been restored.

Contact: Flagstaff Hill Maritime Village. Ph: 5559 4600. Web: flagstaffhill.com

SUCCESS, MURRAY RIVER PADDLE STEAMER: The remains of the abandoned *Success* were recovered from the Murray in 1996 and transported to Mildura for restoration. This proved beyond the resources of the organisation involved and in August 2009 the part restored hull was sold for \$10 to the Port of Echuca and transported there for full restoration as a working vessel, under the guidance of senior shipwright Kevin Hutchinson. *Success* was built in 1877 at Moama.

Contact: Port of Echuca. Ph: 5482 4248. Web: portofechuca.org.au

WYUNA, EX PORT PHILLIP PILOT CUTTER: The owner is now developing commercial proposals for the permanent return of the ship to Melbourne as a functioning heritage vessel. This classic mid 20th century motor ship is the most significant surviving vessel of her age and type anywhere and is in excellent condition for her age. *Wyuna* remains laid up in Launceston.

Contact: Lindsay Rex. Ph: 9589 4575. Email: shiprex@optusnet.com.au



Caravel Raven, Warrnambool, Sept 2009 (L. Rex)



Oriana model by Nigel Allom, Lake Illawong (L. Rex)



Reginald M. Flagstaff Hill Sept 2009 (L. Rex)



Wattle being lifted 22.10.09 (L. Rex)



Wyuna on station, 1961 (Ian Brett)



Wattle on low loader 22.10.09 (L. Rex)

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