

Bay Steamers Maritime Museum Ltd.

STEAMLINES

Newsletter June 2014





Editorial

A cold coming we had of it, Just the worst time of the year For a journey, and such a long journey; The ways deep and the weather sharp, The very dead of winter.

T.S. Eliot, The Journey of the Magi

Until this cold weather set in I was going to write about getting over the hump, or the light at the end of tunnel. Despite the cold let me continue as an optimist cresting the hill or seeing the light. The work on the *Wattle* is now at a point where clearly the outward signs of reconstruction are significant and indicate the goal of having the *Wattle* watertight within twelve months. The rebuilding of the hull below the waterline is now nearing completion and is marked by the relining of the prop shaft and the return of the main shaft for refitting, the near completion of the boiler refit and the fitting out of the forward cabin. So in the very dead of winter there is light and the *Wattle* can be expected to rejoin the fleet of historic ships operating within the Port of Melbourne.

With regard to the fleet of historic ships now in Melbourne (*Enterprize, Alma Doepel, Polly Woodside, Castlemaine* and *Ena* amongst others) Warwick Turner has been instrumental in bringing their respective managements together to start talking about forming an active association to present the contribution our ships can make to Docklands and the Port of Melbourne. While accommodating differing views of purpose and function between individual vessels such an association would provide a focal point for agencies such as Parks Victoria, Places Victoria, Melbourne City Council and the Port of Melbourne Authority to include us within their planning frameworks for tourism and port operations. It would also provide a platform for each vessel to present common concerns, issues or ideas to appropriate agencies.

As with many volunteer organisations the BSMM and the *Wattle* rely on members turning up each Saturday to ensure that long journey of returning the ship to an operational state. In recent times we have been blessed with some youthful members (Charlie, Mehmet and Mal) who have significantly altered our age profile. However, at the other end some of our valued and long term members are not faring so well. Victor, our legally blind but brilliant woodworker and painter, is experiencing significant health issues and may not return to active duties. Murray Hill, a life member and a very experienced engineer recently passed away to the big engine room. Murray went to Sydney with Leigh Doeg in 1978 to bring *Wattle* to Melbourne and from then on had a long association with the ship. Our thoughts also go to John Rogers, another senior marine engineer and life member of BSMM, whose wife Lorraine recently passed away.

It is now perhaps appropriate for us at BSMM to commence an active and targeted recruitment and training program to ensure a continuation of the skills needed to restore, maintain and operate our vessels and artefacts.

From the Bridge

Tony Lewis Chairman of the BSMM Board



In the six months since my report to the November 2013 Annual General Meeting, our volunteers have made steady and consistent progress. While much remains to be done, there is the feeling we may have just started on the run to the finish.

In the Engine and Boiler Rooms, the work of re-commissioning valves and pumps is virtually complete, the condenser is refurbished (although we will have to send the circulating pump out for rebuilding of some wastage) and the boiler is ready for recladding and lowering. The Engine and Boiler Rooms await painting.

Work has started on framing the floor for the galley and this will be completed after effluent storage tanks are installed in the sub-floor space.

The foredeck caulking is completed and with just a little more work the foredeck will be ready to receive the windlass which itself requires just a little more work.

The wheelhouse has been lifted off and the deck plates underneath have been replaced where they were badly corroded. The wheelhouse itself is being refurbished while it is at ground level.

Externally, the major work of hull repairs is 95% complete below the waterline. Circumstances led to a temporary slowing down of the work being undertaken by Waterside Engineering. However, they are now back on site and have started on the plates on the counter stern. After that, their next task will be the installation of the propeller shaft, followed by the shear strake and bulwarks and some work on the deck.

Our volunteer numbers are steady and attendance on Saturday is always in excess of 12 or 13.

Away from the ship, other activities have included:

- Attendance by six members at the Maritime Museum of Victoria Conference at Echuca in February.
- Steven Gibson being admitted to fill a vacancy on the Board of BSMM.
- Dick Francis and myself taking up positions on the Melbourne Heritage Fleet Board.
- Attendance by Jeff Malley, Brian Jones and myself at the Australian Maritime Safety Authority's session on Safety Management Systems for Domestic Commercial Vessels.

Restoration Report

Peter Batey

We have had Waterside Engineering working on the ship during June and they have made significant progress on



installing new platework on the counter of the ship. Other changes over the last month include receiving two large tins of specialist undercoat paint from our sponsor (International Paints). So as well as completing the starboard side of the hull our painters will now be able to get stuck in to the port toilet deck; wheelhouse deck; under the boiler (for the last time) and the galley keel area. There's also some new platework on the counter stern to be painted, quite sufficient to keep our painters out of mischief for a little while!

It would be good if our steel deck replacement team could continue the work on the entrance to the galley by getting some plates tack welded in place, I think they will agree that the port side toilet deck is good.(as is the wheelhouse deck)

The other big news is that the prop shaft is back in the engine room but needs to be very carefully entered into the stern tube.....no more than a couple of feet. The new bearing at the back end of the stern tube will be in place by early July, and there it can stay until Waterside Engineering come down later in the month and fit the prop shaft and the new bearing into the stern tube.

We have eventually got the two broken studs out of the port feed check valve cock, so it now requires repacking.

Work is continuing replacing plates at the counter stern, but it's taking a bit longer than anticipated, there are still some doublers to come off, nevertheless, work is going forward.

Someone from the Wattle?

A man doing market research for the Vaseline Company knocked at the door and was greeted by a young woman with three small children running around at her feet. Her husband was a marine engineer who was away from home at that time on sea duty.

"I'm doing some research for the Vaseline Company. Have you ever used the product?"

"Yes". She said. "When my husband is home I use it all the time."

"If you don't mind my asking," he said, "what do you use it for?"

"We use it for sex," she said.

The researcher was a little taken aback.

"Usually people lie to me and say they use it on a child's bicycle chain or to help with a gate hinge. But, in fact, I know that most people do use it for sex. I admire you for your honesty and since you've been so frank so far, can you tell me exactly how you use it for sex?"

The woman said, "I don't mind telling you at all."

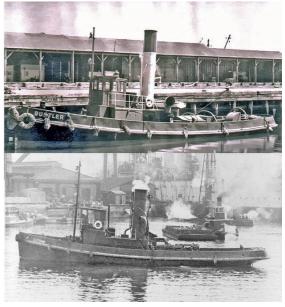
"My husband and I put it on the doorknob and it keeps the kids out"

<u>History - Origins of the Wattle</u>

Wattle and the tug Bustler

Over the last three years Rob Newland and I have been piecing together the history of the Wattle. Previous issues of Steam Lines contain articles on various aspects of the building and operation of the Wattle as well as the social context explaining why she was built. During this history chase I interviewed a number of people who either played significant roles in her preservation or were first hand participants in the operation of the Wattle. From these interviews a common theme emerged - the design of the Wattle was based on an earlier tugboat called the Bustler. In fact Warwick Turner explained that the Bustler was the initial acquisition focus for him in the early 1970s and not the Wattle. However, due to arrangements beyond Warwick's control the Bustler went to the wreckers. So it was then that he turned his attention to the preserving the Wattle. Others such as Mori Flapan, Leigh Doeg, and Graeme Andrews each referred to the design influence of the Bustler on the Wattle but were unable to identify any primary documentation to support this.

Using photos from Graeme Andrews and reversing the *Wattle* image in the lower photo (left) the similarities of the two ships can be readily seen. *Collection*



Photos: Graeme Andrews

To overcome this gap Rob Newland approached National Archives Australia and was successful in obtaining a general arrangement drawing for the Bustler and has performed some initial comparisons. More of this will appear in a later issue.

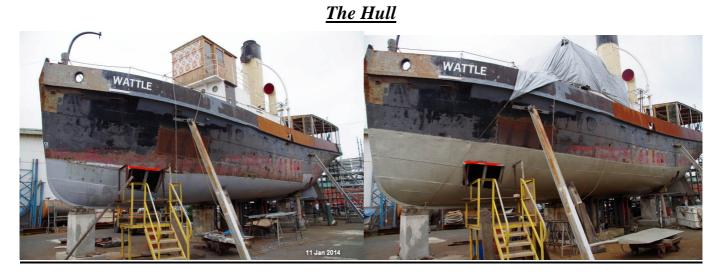
In the meantime I went back into BSMM archives and found an article by Captain Dick Hope on the *Wattle* which included amongst other things a comparison by him with *Bustler*.

"The "Wattle" is very similiar to the "Bustler" (74 tons gross) completed on the 31st March, 1917 at Cockatoo Island. The design of the "Wattle" was based on the "Bustler". The "Wattle" being given increased dimensions and a slightly different arrangement. The "Wattle" is five feet longer, one foot wider and three inches deeper than the "Bustler". The "Bustler" was built with the cabin aft, with a trunk above the upper deck (as "Waratah") and a hold forward, whilst the "Wattle" has a small store aft and a cabin forward.

The "Wattle" boiler has been located further aft, closer to the engine and the engine room has been extended aft to accommodate the large fire and salvage pump abaft the engine. The galley and W.C. which were in separate houses built on the fore deck of the "Bustler" after completion, were arranged with the entrance to the cabin in the forward end of the superstructure of the 'Wattle'. To accommodate this, the bridge and wheelhouse were raised. Oil fuel tanks which were fitted to the "Wattle" in lieu of wing bunkers as in the "Bustler" which was coal fired. For comparison, the 'Bustler" ran trials at a displacement of 127 tons developing 256 I.H.P. at 127 rpm. and attained a mean speed of 9.44 knots."

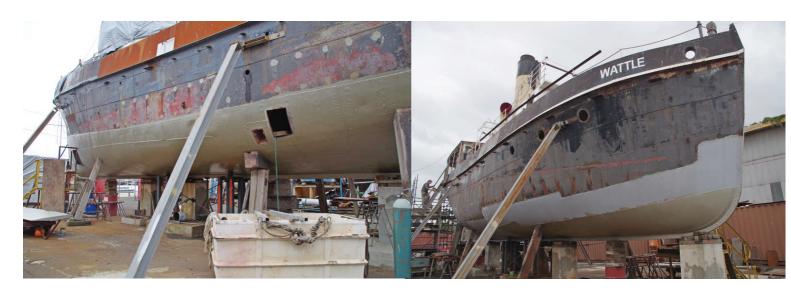
R.C.Hope (1989) Victorian Steamship Association Steam Tug Wattle. A Short History. *The Olde Machinery Mart*, 26, December , p 14-15, Port Macquarie NSW

Restoration photo record



January 2014 Port side hull undercoating

July 2014 Hull undercoating near complete. Wheelhouse removed



June 2014 Port side showing welding joints on plates

June 2014 Starboard paintwork and porthole cut outs



June 2014 Start of stern plate replacement by Waterside Engineering

June 2014 Bulwark and stanchion replacement commenced

Boiler and Engine Room



Jan 2014 Circulating pump dismantled for repair



(Above) Jan 2014 Circulating pump shaft requiring muscle to remove



March 2014 Inside the HP cylinder



June 2014 Charlie, Brian and John working on the general service pump



June 2014 Synthetic stern tube lining inserted

April 2014 John and Richard installing the condenser circulating pump suction valve

Top Deck



Feb 2014 –Lifting of the wheelhouse courtesy of Quinlan Cranes



April 2014 – Front of wheelhouse showing varnish and wood condition



March 2014 Removing rusted deck from under wheelhouse

June 2014–Reframing front of wheelhouse (left)



June 2014 New wheelhouse deck welded in place



June 2014 Forward cabin frames and plates replaced and painted

Members at Work





Above: Old marine engineers just cannot stay away – John Kovac

Left: Roger Prestwood came out on holidays from the UK just to work on the Wattle



Peta & Anthony drop in and get rugged by Gibbo



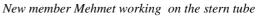
Neil pays us a surprise visit



Victor at work on the wheelhouse



John Rogers working on yet another valve





Events

Maritime Museums of Victoria 2014 Conference



In early March a small band of BSMM members (and some partners) travelled to Echuca for the annual get together of all the maritime museums in Victoria. Why Echuca? Well at one stage in the life of Victoria Echuca was one of its busiest ports carrying supplies to stations and towns along the Murray river system and receiving wool and other commodities for forwarding to Melbourne and beyond. The conference speakers presented aspects of the history of the port ranging from a breakaway Murray River flag and hints of republicanism, recent ship and barge restorations to religion on the river.

Mesh Thomson CEO of the Port of Echuca was the conference host. She is pictured at left

with Dick Francis presenting her with a model of the *PS Pevensey* on the night of the conference dinner.

BSMM life member Warwick Turner (right)

spoke about his efforts to restore the *Etona*. This paddle steamer is still afloat and was once dedicated to providing a minister to all the isolated settlements and stations along the river, not just for church services but for marriages, funerals, baptisms and other support services. When the *Etona* is restored we are not clear whether Warwick intends to take up a new retirement occupation based on the former role of this little paddle steamer. We note however that recently he has been practicing public speaking, perhaps preparing for such a future role.





Conference going is not just about listening. For those with maritime interests it also has to be about doing and action. To fill this need Mesh organised a cruise on the *Pevensey*. Our Howard Mumford (right) is caught taking a close look at the wood fired engine of the famous paddle steamer. He thought it was a little underpowered for the *Wattle*.

The historic Port of Echuca website is: http://www.portofechuca.org.au





Our famous mural painter member Russell Danby opened up his country estate at Alexandra to BSMM members and families for a Sunday BBQ in May with the added purpose of visiting the local tramway and timber museum.

Russel turned on a fine BBQ with a singing dog thrown in (left)

After lunch we walked to the



Alexandra Timber Tramway and Museum, rode on the train and closely examined a range of machinery used in the timber industry last century, including a near restored Fowler steam loco. The Museum website is: http://www.alexandratramway.org.au/

National Trust meeting of Maritime interests

Last year the National Trust, through the efforts and interest of Martin Green, convened a meeting of all the local historical maritime interest groups to share what they were doing and to discuss common issues. That first meeting was so successful that Martin has now agreed to convene it as an annual event to be held at the *Polly Woodside*.

In April this year a range of speakers presented at this second meeting and included an update on the *Alma Doepel* restoration, a situation report on what can be done to *HMVS Cerberus* and Warwick Turner on his family acquisition of the *SY Ena* and the intention to bring it to Melbourne (see last page of this edition for an article on the arrival of *Ena*).



I found Andrea Fleming's (CEO of the Mission to Seafarers Victoria) talk about "the Mish" most enlightening. She explained their long standing primary role of providing social and spiritual services to seafarers and how that had changed with modern shipping practices which resulted in very short port stop overs and consequent short crew contact times. More recently a conservation and museum role was emerging, partly through the National Trust listing of the building in 1981, listing on the Victorian Heritage Register in 2008 and recent archival findings of seafarer letters and photos. A museum function is now emerging and as Cathy McLay, the curator explains: "The Mission is currently in the process of developing a suite of management policies and structures through the Museums Australia (Victoria) Museum Accreditation Program (MAP). This program is designed to allow smaller collecting institutions like ours put into place effective management strategies at the highest professional standard in accordance with their guidelines and ongoing advice. We expect to complete the accreditation requirements in 2015, at which time we will then be formally recognised as a museum with its own archival collection."

Andrea (left, discussing museum issues with Martin Green and Dick Francis at back) then reflected on the relative weightings between these service and conservation functions given that the Mission, like many of the groups present that night, operated on limited resources.

A surprise presentation was from the group who maintain the pump house for the original Duke and Orr dry dock, which is where the Polly Woodside is now berthed. Duke and Orr's Dry Dock is significant as the last timber walled dry dock to operate in Australia and because of its unique steam plant which includes the oldest known surviving installation of Victorian-built underfired tubular boilers in the metropolitan area, and the only extant pair of Victorian-built tandem compound vertical steam pumping engines. The boilers and self priming, steam pumps were designed to pump 60,000 gallons (273megalitres) per minute and empty the dock (3 million gallons/14000 megalitres) in about one hour. At the time of its closure in August 1975 it was the oldest and longest operating privately-owned dry dock in Victoria, having been in almost continuous operation for one hundred years. From the presentation it appears that there are ongoing preservation and public access issues for this unique pump house, largely associated with its location on the Melbourne Convention Centre (Jeff's Shed) space.

BSMM Chairman, Tony Lewis (right) gives an account of progress on the *Wattle* restoration.



Steam Yacht Ena.



A brief history of *ENA*: (Lindsay Rex)

The *Ena* was built by Watty Ford to the design of Walter Reeks in Sydney in 1900 for Thomas Dibbs, as the ultimate wood 100ft steam yacht in Sydney.

During WW 1 *Ena* was acquired by the RAN and operated as an armed patrol vessel (*HMAS Sleuth*) in Torres Strait and later as a tender to the training ship *HMAS Tingara*.

In 1933 the navy sold the *Sleuth* to interests wanting to establish an apple transport from Hobart (unsuccessful). In about 1940 she was converted to a

scallop boat named *Aurore*, then to diesel in 1945. After working around the east coast of Australia under several owners as a shark and cray boat she returned to Tasmania. In 1981 she sank in 100ft of water south of Hobart after hitting an object at night. Raised four months later she was then towed to Sydney. In 1984 after two more sinkings in Sydney, she was sold for restoration back to her original configuration for initial use at the 1987 Americas Cup in Fremantle. Thus began the most magnificent and immaculate restoration, managed by Nick Masterman for Pat Burke, Rene Rivkin and David Baffsky, which included making a near replica of the original coal fired compound steam engine, but diesel fired. Subsequently *Ena* (renamed again) was steamed to Fremantle for the Cup. After the cup she returned north about to Sydney, thus circumnavigating Australia. In 1991 she was sold to a Swiss banker who maintained *Ena* in as new condition, under wraps at moorings in Berrys Bay, Sydney with some charters etc, until sold to the Turners in January 2014. Her condition has been described as immaculate and without flaw. *Ena* has now been re-registered on the

Australian register as *Ena III*, with Jonathan Turner as owner.

An account of the *Ena's* recent voyage from Sydney to Melbourne, along with some more history, has been posted as a blog on the Australian National Maritime Museum website at

http://anmm.wordpress.com/2014/06/17/sy-ena-steaming-towards-the-next-chapter/. Thanks to David Payne, Curator of the Australian Register of Historic Vessels at ANMM.

The owners' website for the *Ena* with information on the ship and charters is http://enasteamyacht.com.au



The photograph above left is of the Ena on her entry voyage to Melbourne passing under the Bolte Bridge, the one to the right is of Ena gliding towards Victoria Harbour.

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