Not only in books

You imagine you see it first of all. And then you do. Away down river - three masts, fine spars, spider web rigging. The launch rounds another bend in the River Thames and suddenly she is revealed - the majestic CUTTY SARK at Greenwich, London. Fully restored, she lies in dry dock at the approaches to the National Maritime Museum, one of the great Museum's of the world.

STEAM TUG WATTLE is now in Blackwattle Bay. The story is on page 5.
NOT ONLY IN BOOKS
By the Editor

You stand and gaze at the intricate rigging, climb aboard and wander the spotless decks. CUTTY SARK seems ready for sea again. Below decks, she has been fitted out with museum exhibits including photographs of her loading wool in Sydney and Melbourne in the 1880's. The ship is maintained by the Cutty Sark Society which raised more than half a million dollars to restore her to the condition she was in when she was able to race the steamers to Australia, making 17 knots with all sails set. It is interesting to note that when the idea of preserving the CUTTY SARK was first raised, the London City Council joined enthusiastically in the planning and provided the dry dock site free of charge.

One hundred yards away are the gates to the National Maritime Museum. Really three buildings joined by colonnades, the Museum is set in Greenwich Park. Atop a rise behind the main building is the Greenwich Observatory, which forms part of the Maritime Museum complex. The Museum is described as "Illustrating and preserving the maritime history of Britain." It does so admirably, but it also does much more. The National Maritime Museum is an important art gallery, a museum of the history of navigation and astronomy and an international centre of maritime historical research.

For those of us in our Museum who actively look forward to the day when we too can found a National Maritime Museum, a visit to Greenwich is a stirring experience. Australia, of course, does not have so many centuries of maritime history, but in our nearly 200 years, we have managed to amass a colourful history and the sea and ships have played a vital part in it. Those of us who appreciate this, find it
hard to understand why Australia has not done more to "illustrate and preserve" our maritime history. So much is being destroyed that soon it will be too late. If only more Australians cared!

Interestingly, the Americans have begun to care. They have realised, suddenly, that if in the name of progress everything that is "old" (they really mean productively uneconomic) is destroyed, there is no history, no contrast. This realisation has led to a frantic rush to preserve almost anything. Much is not really worth saving, but at least those things which it is vital to preserve are being kept.

The United States, like Australia phased out the sailing ship without a thought to its historic interest and value. The U.S., unlike Australia, suddenly found itself without a worthy sailing ship for preservation. The U.S., unlike Australia, did something about it. Being much richer, having more people willing and able to donate money to worthy causes gave the Americans an advantage over the Australians, but nonetheless, the intentions were pure enough. As a result, the U.S. now has the best collection of fully restored sailing ships in the world. And more are being bought up and taken to the U.S. every year. In many ways, this could be considered unfortunate, in that many of the ships had no connection with America when in service. But at least they are being preserved.

I met the Director of the San Francisco Maritime Museum, Karl Kortum on board the Museum’s fully restored Cape Horns sail, the BALCLUTHA. It cost $1 million to restore the ship, but it was worth it! Unlike the CUTTY SARK, the BALCLUTHA is still afloat, and standing on the deck you can hear her gear creaking softly as she rides the swell in San Francisco Bay. And the Museum is making money with the ship. It costs $1.25 to go aboard.

Visitors may listen to a recorded guide tour of the ship from a portable tape recorder and most people use this service. From memory, the Museum took close on $200,000 in gate money last year which covered costs with some to spare.

Again, it is interesting to note that the San Francisco authorities are most helpful to the Museum.

The San Francisco group has also purchased the British paddle tug EPPLTON HALL and I went aboard her at her berth alongside the BALCLUTHA. EPPLTON HALL was steamed to San Francisco from Britain by Museum members who took six months on the voyage. I have some technical information on this vessel, which will appear in the next issue.

Denmark, too, has done a great deal to preserve her maritime history. I visited the Danish Maritime Museum which is housed in historic Kronborg Castle, at Elsinore. The first building on the site was begun in 1425 as a kind of Customs post to collect shipping dues from vessels passing under the castle walls. We know the castle in English speaking countries through Shakespeare’s “Hamlet.”

The Museum has a fascinating collection of exhibits, many of them centuries old.

A Danish maritime museum in a more modern setting is at Roskilde, yet it houses maritime relics dating back to 1000 AD. At the close of the Viking Age, the Roskilde Fjord was blocked by sinking five ships heaped with boulders in the channel. The barricade was built to protect the trading town from enemy fleets. It was not until 1959 that it was realised that the blockage was the graveyard of five Viking ships and in 1962 a cofferdam was built around the site and the water
pumped out. The ships were excavated by hand and taken in thousands of pieces to the Danish National Museum. So important was the find that it was decided to build the Viking Ship Museum on the shores of the fjord in which they were found. I watched experts slowly piecing the ships together on frames prepared to take the ancient timber as it is sorted and fitted into position once again.

The Museum is also involved in preserving other examples of Danish shipbuilding, and it was the staff of this Museum which expressed horror at our being forced to destroy the AVANTI. After witnessing the work they had done, it was hard to explain the Australian official attitude!

I returned to Sydney totally convinced that Australia must have, and soon, a National Maritime Museum. And it must be at the site where it all began - in Sydney Cove. All the Museum's I visited were sited as close as possible to the places where maritime history was made.

One thing is important. Our ships must be preserved for as long as possible 'at all costs. We hear the argument that they are not very old, or historically significant. But they are! Simply because they cannot be replaced. If we allow our ships to be destroyed, our children will criticise us in the same way as we criticise past generations who could not see the need to preserve a sailing ship. We need one now - but getting it and restoring it is going to be a tough and expensive task. At least we have made sure that the steam era will not be remembered only in books.

** Shipboard Talk **

The Museum's exhibit at the 1971 Boat Show was a great success - there were only rare times throughout the six days of the show when the stand was not crowded with visitors and the Museum has welcomed quite a number of new members as a result.

The stand featured large photographs of the Museum's vessels with descriptive captions. In addition, there were ship models on display and two marine steam engines, plus other items of equipment from ships.

Thanks to all those who assisted in the building of the stand and in manning it throughout the six day Boat Show.

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Members who attended the Annual General Meeting in August will remember the impressive set of ships' crests presented to Warwick Turner in recognition of his five years as Hon. Secretary of the Museum. The crests were made by Michael Dight and members may order crests to be produced for them. Moulded in Polyester Resin, each crest is fully painted and available either mounted on a timber backing, or unmounted. A mounted crest is $5.00, unmounted $4.00. Crests are available for the LADY HOPETOUN, WARATAH and JOHN OXLEY. An order form is enclosed with this issue of the magazine.

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The Museum Board has introduced a new system of handling membership applications. Prospective members are invited to an informal meeting aboard P.V. JOHN OXLEY, to meet the Board, to learn something about the Museum and its operations and to have questions answered.

Two meetings have been held in recent weeks and more will be held as applications are received. The results have been encouraging, with the majority of the accepted new members reporting for work at weekends within a week or so of their application being formally accepted.

*** (Cont. P 5 & 6)
On Saturday August 14, 1971, a group of Museum members aboard S.Y. LADY HOPETOUN steamed to Garden Island and took in tow the former Navy steam tug WATTLE. The two ships then returned to Blackwattle Bay and the WATTLE was secured alongside S.T. WARATAH.

Any member who has been around for a while will have heard of the WATTLE and will know that she is the last steamship in Australia practically suited for restoration. Many members of the Museum have long believed that it would be a tragedy to see her scrapped and that she would be a valuable acquisition to the Museum's fleet. She is oil fired and her engineer room layout is almost a replica in miniature of the JOHN OXLEY's. Thus she is an ideal training vessel for engineers who get few opportunities to gain experience on the JOHN OXLEY because of her restricted steaming schedule. Her size also makes WATTLE an ideal training vessel for deck crews. As things are, the LADY HOPETOUN is the only vessel on which members can train with any regularity. But the fear of damage to her timber hull has resulted in her being used only rarely for crew training - should she be damaged, the Museum would lose its major and irreplaceable showpiece.

S.T. WATTLE was built at Cockatoo Docks in 1932-33 and was the last ship to be built there whilst the island was under the control of the Commonwealth Shipping Board, prior to it being leased to private enterprise under the name of Cockatoo Docks & Engineering Co. Pty. Ltd.

WATTLE was built as a speculative venture. She was given the name CODECO during construction and renamed WATTLE on being handed over to Garden Island.

The building of this tug enabled many of the Island's apprentices to be kept in employment when most Dockyard employees were only working one week in four, due to the Depression. At that time, apprentices only worked six weeks out of seven and then had to make up the time lost to complete their apprenticeships. The then CODECO was lifted into the water by the crane TITAN on June 27, 1933.

Her first trials took place on November 8, 1933 and she achieved a mean speed of 10.6 knots. The acceptance trials were held on February 15, 1934.

S.T. WATTLE was in service until she was laid up in 1969 after the diesel tugs 501 and 502 entered service for the Navy.

Since WATTLE arrived at the Blackwattle Bay depot, she has been partly sandblasted and painted. It is planned to have her in service by early 1972.

In the next issue, more technical details of S.T. WATTLE, from Peter Edmonds.

Shipboard Talk (Cont.)

The first of a new type of social activity held early in October was well attended, and from all reports, enjoyed by members and their friends.

An informal dinner was held at the Old Sydney Tavern in George Street North. The price was most reasonable and wine was served. Even so, the Museum was able to make a worthwhile profit on the evening. Many guests discovered the jazz group performing above the private room in which the dinner was served and when the Tavern closed at midnight, there were still more than half the party present.

It is planned to hold a series of similar evenings in 1972.

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Shipboard Talk (Cont.)
Work attendances have been on the increase recently, and particularly since the re-introduction of the Board member duty roster. Every weekend, Saturday and Sunday, one member of the Board is on duty to organise members who report for work. As a result, a great deal has been achieved on the WARATAH and the LADY HOPETOUN has had much needed attention in between her busy steaming schedule.

Some leaky tubes in the LADY HOPETOUN's boiler have been attended to, with Bill Livingston, Malcolm Menzies, Ross Cowell and new member Des Macnamara, spending many hours inside the boiler's top drum with the tube expander. A tough and cramped task, but the leaks are almost under control, although there are still more tubes to be expanded.

For those who have not seen the inside of the boiler, there are about 800 tubes and each one takes three or four minutes to expand.

* * * *

The monthly members meetings requested at the last Annual General Meeting are now being held and, so far, have been fairly well attended. At the October meeting, members were invited to give their views on Museum operations and the problem of raising funds. It was an interesting evening and the Board says "thank you" for some excellent suggestions.

Alan Edenborough

Membership Fees

Membership subscriptions for the Company's financial year which commenced October 1, 1971 and ends on September 30, 1972 are now due.

If you have not paid your subscription for the current financial year, please do so now. Recently, all members who are on the Museum's membership register were sent a financial statement showing a complete record of subscriptions paid and those still outstanding. If you received a statement which indicated that you owe fees for past years, or for the current financial year, we would appreciate having your cheque as soon as possible.

If your personal records do not agree with the statement sent to you, please contact the Secretary as soon as you can. The statements were compiled from Company records, including receipt books.

It is vital that you bring your subscriptions up to date as only members who have paid all instalments of membership fees due are entitled to vote at Company meetings. And without your membership fees, the Museum is unable to continue its work of restoration and maintenance on the ships - quite simply, we must rely heavily on membership subscriptions for income to purchase equipment, supplies and fuel.

For the information of all members, the sections of the Museum's Articles of Association which cover the payment of membership fees are set out below -

13. (b) All annual subscriptions shall be payable as late as in advance.

14. If any fee or subscription or call or charge shall become unpaid for a period of one month after it becomes due the member concerned shall be suspended from membership and shall be notified by the Secretary in writing of the default and if the sum due still remains unpaid for one month thereafter the member shall cease to be a member unless the Board shall consider that there is sufficient reason for non-payment.

15. No member shall be entitled to be present or vote at any meeting of the Company or be elected to any office unless he shall have paid all instalments of entrance money (if any) any annual subscription and all other moneys due to the Company at the time of such meeting.

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Diary Dates

Saturday
NOV. 27:
Museum's Annual Ball.
From 8.00pm aboard
P.V. JOHN OXLEY berthed
at Balmain.
Dress: Black tie
Supper & drinks included
in cost of ticket.
$6.00 per head ($12.00 double)
For tickets contact Alan
Edenborough, 439-1415.
Friends welcomed.
JOHN OXLEY will be in steam
during the Ball. Engineering
personnel who would prefer to
act as crew should contact
Alan Edenborough.
Ball invitations have been
mailed to all members.

Saturday
DEC. 11:
LADY HOPETOUN steaming.
* Crew required

Sunday
DEC. 12:
Museum Family Christmas Picnic
A day for members and their
families. The LADY HOPETOUN will
be in steam.
The day will begin at 10.00am.
Bring your own lunch and your
family and friends and don’t
forget the children – the day
is largely planned for them.
Full details in a later bulletin.

Sunday
DEC. 26:
Boxing Day cruise aboard
P.V. JOHN OXLEY.
View the start of the Sydney
to Hobart yacht race from the
JOHN OXLEY. Members and friends
are welcome on this cruise.
Full details in a later bulletin.

DECEMBER:
Sixth Annual General Meeting
of the Company. Date to be
advised.

NOV/DEC:
Work will continue on the Museum's
vessels each weekend, except

* Members who wish to nominate for crew
positions must be working members and should
write their names and telephone numbers on
the relevant Crew List when on board
S.T. WARATAH. The Crew Lists are posted
on the Notice Board, port-side.
Welcome to New Members

Since the last issue the following new members have been accepted:

Mark Coleman
Angus Dougall
Bob Fildes
Mori Flapan
Colin Frew
John Gillham
James Higgins
Des Macnamara
Peter Platt
Guy Stockdale
Peter Stockdale
Geoffrey Stokes
Robin Twist

To you all, we bid you WELCOME ABOARD!

Would you like to know more about the Museum?


Membership applications are welcomed as are donations of cash, maintenance equipment and supplies and items of historic maritime significance, suitable for exhibition in a permanent Museum.

If you would like to know more about the Museum, or to inspect the ships, please telephone Alan Edenborough, 439-1415, or write to:

The Hon. Secretary,
Lady Hopetoun & Port Jackson Marine Steam Museum Limited,
Box 3160, GPO,
SYDNEY NSW 2001

If you're a Worker...

For the guidance of working members, the Board member duty roster for coming weeks is published below. If you are available for work, a phone call to the Board member on duty on the day you can work will mean that a job can be organised for you.

**NOVEMBER**
Saturday 20: Warwick Turner
Sunday 21: Malcolm Menzies (84-1625)
Saturday 27: Ross Cowell (89-0376)
Sunday 28: Paul Armstrong (337-5970)

**DECEMBER**
Saturday 4: Alan Edenborough (439-1415)
Sunday 5: Bill Livingston (42-4500)
Saturday 11: Brian Parry (97-3389)
Sunday 12: Cliff Dearden (42-3568)
Saturday 18: Warwick Turner
Sunday 19: Malcolm Menzies (84-1625)