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NATIONAL MARITIME MUSEUM NEWS

The Journal of the Lady Hopetoun &
Port Jackson Marine Steam Museum Limited

Day by Day

Have you ever noticed around the ships that many members and guests refer to the "Club" or the "Society" when talking about the Museum.

Perhaps the feeling we aim to give to members is that of belonging to a club, but the Museum is, and always has been, a Company - just like any other business organisation.

This means that the Museum is liable to all the provisions of the New South Wales Companies Act as it applies to companies limited by guarantee, which is how the Museum is described.



Steam Yacht LADY HOPETOUN

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NATIONAL MARITIME MUSEUM NEWS
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by the Lady Hopetoun & Port
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Editor: Alan Edenborough

If you have something to
contribute, please send it to the
Editor or contact him personally -
he welcomes ideas. Phone: 439-1415

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KNOW YOUR BOARD

LADY HOPETOUN & PORT JACKSON
MARINE STEAM MUSEUM LIMITED

President:	Warwick Turner
Hon. Secretary:	Alan Edenborough
Treasurer:	Brian Parry
Directors:	Paul Armstrong
	Ross Cowell
	Cliff Dearden
	Bill Livingston
	Malcolm Menzies

The Museum's board of directors have all the responsibilities of board members in any other kind of business undertaking. The Museum is governed by all the normal rules and obligations of commercial life. It can even go broke! About the only real difference between our type of company and others is that no dividend is paid to shareholders (the members of the Museum); any profits must be used for the expansion and development of the Museum.

So what?

Just that it is worth being aware that administering the Museum is not a task which can be taken lightly or done without the expenditure of a great deal of time and effort. Which is another way of trying to say that behind the scenes a considerable amount of time and effort is spent in planning the future of the Museum and in just keeping it running from day to day.

The Museum is by no means as rich as it would like to be - one day perhaps, but certainly not yet. So what income we do have, from fees and donations, has to be spent wisely and in ways which ensure that we get maximum benefit from every dollar spent.

Thus, your board spends many hours in planning. In recent months we have been able to lay down some very specific objectives - some short term, others looking more to the future.

Many of the plans have to do with basic things such as obtaining essential restoration and maintenance equipment and supplies - coal, paint, tools and so on. Others are concerned with fund raising, planning a permanent home for the Museum, maintaining relations with the many organisations and authorities with whom we constantly come in contact.

You are beginning to see some of the results of the planning - for example, S.T. WARATAH is once again in service; it took many man hours and the co-operation of many people outside the Museum to achieve this. Yet it is so easy to take such things for granted.

Day by Day

Some results you will see in the future. The Museum is currently working with an architect on plans for our permanent home. Guaranteeing the Museum adequate income to ensure basic maintenance work, such as annual slipping of all vessels, is another project which should produce results within a few months.

Easy to read all that isn't it! But the first negotiations in many of these administrative areas began on the day the Museum became a reality - some of them before that.

The burden of running the Museum sits squarely on the board of directors - as it should of course. Every board member spends many hours outside his one day a month obligation as a working member helping to ensure that the ships will continue to steam for many years to come.

To make sure that the efforts of the board are made as effective as possible and that our plans may be realised as soon as possible, for every members benefit, there are a few simple things that all Museum members can do to assist.

1: If you are a working member, don't forget your undertaking to spend at least one day a month in restoration and maintenance work.

2: Pay your membership subscriptions promptly - we need the money and not having to chase subscriptions saves a great deal in postage and time.

3: Don't hesitate to pass on your ideas. They are always welcome.

4: Support the Museum's member activities

5: Interest friends in Museum membership

There is a great deal to be done. There is a lot of fun and satisfaction to be had in doing it. And the results are worth working for!

Shipboard Talk

Alan Edenborough

S.Y. LADY HOPETOUN and S.T. WARATAH have been on the Harbour several times during the past couple of months. An interesting steaming for the WARATAH took place during March, when guests of the Museum was a group of members of the National Trust's Junior Group. The party were taken to Cockatoo and Goat Islands for an inspection tour of historic buildings.

* * * *

Thanks to Lester Laird for undertaking the difficult task of re-conditioning WARATAH's steering engine. Operation of the steering gear on the last steaming was greatly improved.

* * * *

All members have had a circular mailed to them about April activities. The live-aboard working weekend on JOHN OXLEY will be a highlight of the month. All members are welcome to spend Friday and Saturday nights, April 28 and 29 on board the ship and to take part in the work planned for the weekend. Wives, fiancees and girlfriends are welcome aboard, as long as they don't mind lending a hand.
All meals on Saturday and Sunday will be provided at a maximum cost per head of $5.00.
And there will be a social function for all members on Saturday April 29 at 7.45pm on board JOHN OXLEY.
If you have not as yet indicated your intention to take part in this weekend, please do so now, as berths will be allocated strictly in the order in which bookings are received.
More information? Phone Alan Edenborough on 439-1415.

* * * *

Shipboard Talk (Cont.)

And on the subject of the JOHN OXLEY, it appears that a few former members together with some others who were never members of the Museum have decided that the ship would be better in their hands, and have, so it is rumoured, tried to make some noises in high places.
All Museum members should be aware of one thing: the JOHN OXLEY is the property of the Museum and the Museum has no intention of disposing of its property.
And another thing: your directors have a clear cut plan for restoration of the vessel, and it will be carried out.
Anyone who wants assurances on that subject is invited to talk to any board member.

* * * *

During March, Paul Armstrong and Alan Edenborough met the President of the Maritime Services Board of N.S.W., Mr W. Brotherson, and other members of his organisation. It was a most worthwhile meeting and of considerable benefit to the Museum.

* * * *

Warwick & Lesley Turner are enjoying England. Unable to resist the sea, they are at present living aboard a tug in the River Thames, the CERVIA, which is now owned by Michael List Brain, the Steam Truck BRITANNIA man. Lesley is well and the baby is due about August.

* * * *

Geoff Winter turned up an interesting piece of information recently. Geoff writes: "I recently obtained a copy of Dixon Kemp's book, 'A Manual of Yacht and Boat Sailing', published in 1891, and was interested to see that it contains an advertisement for Simpson, Strickland & Co. of Dartmouth (makers of LADY HOPETOUN's engine), and that they were contractors to the N.S.W. State Government (among others).

Simpson, Strickland were later taken over by Philip & Son, shipbuilders, of Dartmouth, who are still in business."

* * * *

Those of you who have been down to the depot recently will know that the Museum has acquired two air compressors - both running well. They will be invaluable for driving a sand blast unit, needle guns, drills, grinders, and the like.
If any member has any air driven tools which he could make available to the Museum, we would be most appreciative.
And if you don't have such tools yourself, perhaps you know where we could acquire them. Talk to a board member if you have any suggestions.

* * * *

A final item - addressed once again to engineers on LADY HOPETOUN. Please bring with you a spare pair of shoes for use when walking on deck. Leave your oily shoes in the enginerocm!
It will make life so much easier for the deck crews and help us to keep the vessel looking clean and tidy.

* * * *

Engineroom Stuff

John Shoebridge has had a good idea.
He went digging in his library and has put together a whole series of excerpts from a wide range of sources - all on the subject of ships, steam and enginerooms.
You'll read them all in coming issues.

Here's the first sampling:

"Books on steam navigation may occupy a special shelf in libraries, alongside the shelf of sailing ship books. The 'mystique' of sail presents a romantic rather than a realistic view of life in windjammers; but the thousands of men who have served, and are serving, in steamers are aware that the routines and exceptional incidents of life at sea in screw driven vessels are worthy also of a definition in literature, which has not yet been finally achieved.

A time may come when there will be a 'mystique' of the coal burning steamers,

which in their heyday had a lore of their own that is becoming as obsolete as the lore of sail. The old four-funnelled 'MAURITANIA' for example, burnt 1,000 tons of coal a day. To tend the 192 furnaces that heated her twenty five boilers, she had a 'black squad' of 324 firemen and trimmers. That hard labour down below was dispensed with when she was converted to an oil burner in 1921. The 'TITANIC' carried 250 firemen and trimmers, most of whom went down with her.

That era has gone. It had its zenith in the period preceding the 1914-18 war."

...SIR JAMES BISSET

TORPEDO BOAT 267

"I consorted with him for an hour in the packed and dancing engine room when Moorshed suggested 'wacking her up' to eighteen knots to see if she would stand it. The floor was ankle deep in a creamy batter of oil and water; each moving part flicking more oil in zoetrope-circles, and the gauges invisible for their dizzy clattering on the chattering bulkhead. Leading stoker Grant, said to be a bigamist, an ox-eyed man smothered in hair, took me to the stokehold and planted me between a searing white furnace and some hell hot iron plate for fifteen minutes, while I listened to the drone of the fans and the worry of the sea without, striving to wrench all that palpitating firepot wide open....."

...KIPLING
'Their Lawful Occasions'

Mystery Voyage...

Those members who have been to recent monthly meetings know of the possibility of a major voyage in P.V. JOHN OXLEY around the end of the year.

It depends, principally, on the vessel being back in service by Christmas. It's worth working for we can assure you.

And if your curiosity is aroused, you can get the full story at a monthly meeting. The dates are in the Diary in this issue.

COASTAL STEAMERS of NSW

Michael Richards, a Museum member and author of "THE NORTH COAST RUN", reviewed in this issue, has agreed to contribute a series of articles on the Coastal Steamers of New South Wales. This is the first of the series.

T.S.S. BERMAGUI

In 1912 the Ailsa Shipbuilding Co. Ltd., of Troon, built the first of a new type of vessel for the New South Wales coast, in the Illawarra & South Coast S.N. Co's useful little "BERMAGUI". Of 402 tons Gross and 150 tons Nett, she was a new departure from the usual type of coaster, having one hold (and hatch) adapted for the carriage of logs and long lengths of timber. She had a short 28 ft foc'sle and long foredeck, while the engines and bridge were aft. She was the first vessel of this company to have a Macfarlane winch (which is a slewing winch, like that on the Museum's depot barge NELSON). She was 144 ft x 32-1 ft x 8-25 ft depth. Twin screw, compound engine, 13" and 26" x 26" stroke. Boiler, single ended, 130lb pressure, built by the Ailsa Shipbuilding Co. Ltd., Troon.

She gave long, hard and useful service to the Company, but was a ship which went quietly about her business and nothing much of note happened to her. Once, she was caught in the river at Moruya Heads by a flood and was left in the lagoon on the wrong side of the breakwater by the receding floodwaters, necessitating the partial demolition of the stone wall to get her back into the river.

In 1939 she was requisitioned by the Navy for use as a minesweeper, commissioning in December, and was attached to the 77th Minesweeping Group, based on Newcastle. Her pendant number was F.Y.81. Later, she spent some time in Brisbane, at the mining depot at Pinkenba. During this time she had a 3" gun mounted on the foc'sle and an Oerlikon aft.

In 1946 she was returned to her owners and resumed trading. However, in 1952 the

Coastal Steamers

Illawarra & S.C.S.N. Co., losing money heavily as a result of trading conditions and the labour situation at the time, went into liquidation and she was sold to Allen Taylor & Co. who retained her colour scheme, except for painting the funnel deep red with black top and white band, instead of chocolate/white/black.

She ran a weekly freight service from Sydney to Bermagui and Tathra, but in December 1954 the service was abandoned as it was losing money. She remained in the timber trade until 1955, then was laid up. Later in the same year she was sold to Moreton Tug & Lighter Co. Pty. Ltd., of Brisbane. There she was stripped and made into an unpowered lighter, carrying minerals from Stradbroke Island to the City.

In 1968/69 she was converted into a modern gravel dredge and now operates in the Brisbane River. The UKI, which was a larger, but similar vessel, is also in Brisbane, but now diesel powered.

The BERMAGUI was a pretty vessel when compared to the UKI and her sisters, but after her conversion she has become an ugly vessel indeed!

Michael Richards

Books on the SEA

The Law Book Co. Ltd. has sent us details of a recent release which will be of interest to many members.

Entitled "CLIPPER SHIPS TO OCEAN GREYHOUNDS", by H.C. de Mierre the book is "an autobiographical account of life at sea during one of the most fascinating periods of naval history - a time when sail, at last, was giving way to steam.

"In CLIPPER SHIPS TO OCEAN GREYHOUNDS this is seen through the eyes of one man, Hans de Mierre. An apprentice aboard a clipper ship at fourteen, he worked hard and went far. When he left the sea at the age of thirty, he was an extra master and an officer with the Cunard Line."

The book of 320 pages is illustrated throughout with etchings and line drawings by the author. Published by Harold Starke Ltd., the recommended retail price is $10.95.

* * * *

Another book released in Sydney recently and thoroughly recommended to all members who are interested in the era of sail, is "THE WAR WITH CAPE HORN" by Alan Villiers. The book deals with much the same period as "Clipper Ships to Ocean Greyhounds" - the last days of sail. It tells of the westward rounding of Cape Horn in winter and is based on official logs of hundreds of big square riggers which made that tough voyage in the early days of the 20th Century. Well illustrated and with maps detailing some of the more incredible voyages (94 days to round Cape Horn by the SUSANNA in 1905), the book is very readable and gives great insight into the last days of sail.

338 pages and published by Hodder and Stoughton Ltd.

* * * *

Anyone who saw the incredible film on ABC-TV a few weeks ago on the rescue of the S.S. GREAT BRITAIN, should not miss the book, "THE SAGA OF THE S.S. GREAT BRITAIN" by John O'Callaghan.

Launched in 1843, the six-masted GREAT BRITAIN was the first steamer to be fitted with a propeller instead of paddles. The huge vessel had an exciting career and for many years was on the England - Australia run. Finally hulked in the Falkland Islands (not far from Cape Horn) she was left to rust away - but didn't. In 1970 a project was mounted to take the GREAT BRITAIN home and this mammoth salvage effort was achieved.

The book tells the story of the building and life of the ship and ends with the story of her homecoming.

190 pages with photographs of the vessel taken over many years. Published by Rupert Hart-Davis Ltd.

* * * *

Books...

The story of steam on the north coast of New South Wales makes fascinating reading, and Michael Richards, a Museum member has told the story in a book "THE NORTH COAST RUN".

It is the story of the North Coast Steam Navigation Co. Limited, and of the companies whose histories were closely linked with it. It is an historical record of steam navigation in N.S.W. waters from its earliest beginnings to the present day. The author's material has been collected from many sources and much of his data comes from the personal recollections of ex-employees of the North Coast Company. There are many amusing anecdotes.

The vessels owned by the N.C.S.N. Co., and its predecessors are listed with brief particulars and a number of photographs of many of the vessels are included.

Published by K.J. Wass & Co., the book can usually be found at Swains or Dymocks.

* * * *

Diary Dates

Wednesday
APRIL 19: Monthly meeting for members

8.00pm aboard JOHN OXLEY.
(End Nicholson Street, Balmain.
Off Darling Street)
Supper provided

Friday
APRIL 21: LADY HOPETOUN steaming
* Crew required

Sunday
APRIL 23: LADY HOPETOUN steaming

Promotion Day to interest potential members.
* Crew required

Friday
APRIL 28: LADY HOPETOUN steaming
* Crew required

Friday
APRIL 28 to Sunday APRIL 30: JOHN OXLEY live-aboard working weekend.

The ship will be in steam. Live aboard Friday & Saturday nights or come down during the day. Food provided : Cost (max) $5. Wives/fiancees/girlfriends most welcome to join in.

Contact Alan Edenborough for more information (439-1415)

Saturday
APRIL 29: Social evening aboard JOHN OXLEY
All members and friends most welcome. No charge. Bring your own refreshments.

Starts 7.45pm.

Sunday
MAY 7: LADY HOPETOUN steaming
* Crew required

Wednesday
MAY 17: Monthly meeting for members

8.00pm aboard JOHN OXLEY.
Supper provided.

MAY: Training steamings aboard LADY HOPETOUN will be held during May. Members will be invited to take part. Training steamings will continue throughout the year and all working members will receive an invitation to take part.

EVERY WEEKEND: Work will continue on the Museum's vessels on Saturday and Sunday of each weekend. A board member is on duty on every working day aboard S.T. WARATAH. The duty roster appears on the back page.

* Working members are entitled to nominate for crew positions on steaming days. If you wish to crew, please write your name and telephone number on the relevant Crew List when on board S.T. WARATAH. The Crew Lists are posted on the Notice Board.

Welcome to New Members

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

Graeme Andrews
Don Barnet
Colin Cole
Paul Friend
Geoffrey Hayes
Peter Hudson
Roger Marchant
Ross Melrose
Geoff Moulding
Dr Peter Renou
Bill Toohey
Peter Toohey
Brian Welsby
Gösta Wikander

To you all, we bid you WELCOME ABOARD!

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 a day or two before the weekend will assist us in planning work schedules

APRIL

Saturday 22: Paul Armstrong (46-5692)
Sunday 23: Ross Cowell (89-0376)

Saturday 29: Alan Edenborough (439-1415)
Sunday 30: Cliff Dearden (42-3568)

MAY

Saturday 6: Bill Livingston (660-7149)
Sunday 7: Brian Parry (97-3389)

Saturday 13: Malcolm Menzies (84-1625)
Sunday 14: Paul Armstrong (46-5692)

Saturday 20: Ross Cowell (89-0376)
Sunday 21: Alan Edenborough (439-1415)

Saturday 27: Bill Livingston (660-7149)
Sunday 28: Cliff Dearden (42-3568)

JUNE

Saturday 3: Brian Parry (97-3389)
Sunday 4: Malcolm Menzies (84-1625)

Would you like to know more about the Museum?

The Lady Hopetoun & Port Jackson Marine Steam Museum Limited is a non-profit Company limited by guarantee. Its aims are to preserve historic ships in working order and to establish a permanent National Maritime Museum. Patron of the Museum is The Hon. Milton Morris, M.L.A., New South Wales Minister for Transport.

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

SNAP INSTANT PRINTING CENTRE