

PV JOHN OXLEY RESTORATION

PROGRESS REPORT October 2019.

Help Needed Please: Our restoration is proceeding at a very efficient pace and this means we are using more materials and the restoration has reached a stage requiring the kind donations of capital equipment.

More funds are urgently needed and not only funds, goods in kind will be much appreciated such as: Generator sets, Fire Pump, Boiler Tubes, Steering Chain, Anchor Chains, 2 Anchors and much more. If you know of any one who has access to such equipment, specifications can be supplied and enquiries made by contacting info@shf.org.au please be sure to mention John Oxley.

The efficient continuation of this historic magnificent vessel's restoration will enable the *John Oxley* to be brought into operation, providing to the public, static display tours over the ship, a historic venue for catered functions and meetings and cruises in both Sydney Harbour and short coastal voyages.

The operation of the vessel on voyages and open for static displays alongside will provide much needed income for the vessels ongoing operations and maintenance.

A quick link to place your valuable Tax Deductable donations is: <https://buy.shf.org.au/donations> please be sure to type in the appeal preference box "John Oxley". Thank you.

Second Engineers Cabin: The Bob Ellis team is moving on to the 2nd Engineers Cabin fit out and Pilots Bathroom and Head. Steel deck bearer lugs are in position in the engineers cabin ready for the team to start the fit out. Please view the pictures on page 2.

Workshop: The Fabrication team, continues to fabricate steel sheet for the Bullwarks and along the Mates Cabin on the Port side. A second vent stack is now in production. Screens to be made to go on engine room vents to deflect rain entry but allow ventilation.

Fire Pump cooling pipes: Cutting and fitting of the cooling lines has commenced under the leadership of Ian Bird with Chris Ford assisting. Pictures will depict the detail and patience required to complete this type of work. As covered in a previous report, sections of the pipe are cut and temporally fitted and tack welded as the pictures on page 5 show then re fitted to check ok then taken down. Fully weld each joint, fitted again to ensure no undue expansion and finally removed and sent out for hot dip galvanising. Back again possibly painted then final fitting and bolting the flanges and pressure testing.

Engine Room: The ammonia Fridge Set of machinery was hoisted on board for mounting in its allocated space and painting. Pictures page 4 show the fridge set and also in its dismantled state partially in its space. Sandy our machinery painter extraordinaire will need to perform a Houdini act to paint it once assembled.

Steering gear sheaves overhaul has commenced.

Masters Cabin & Chartroom: Ian Ferrier and his team are making good progress restoring this area of the ship. Wiring is now complete and installation of panelling has commenced.

Caulking the Hull: The Caulking Company of Volunteers continue on the port side forward of the vessel and allowing for the prior work done by Steve Stylianou and Alex Marjorybanks port side aft, in all a total of about 50% of the port side has been completed. Pictures page 3.

Urgent need for an increase in the Volunteer workforce: Readers are reminded that more volunteers are required both on board the ship and in the workshop situated at Rozelle Bay. Anyone is welcome skilled or un-skilled, as we train volunteers! The following key areas of experience and interest would also be much appreciated: *Steel Fabrication, Carpentry, Painting, Needle gunners, Boiler Restoration, Machining in the Workshop, Electrical, Scissor Lift operators, Crane operators & Dogmen.* Please contact our Volunteer Services Team on 02 9298 3888 or vservices@shf.org.au and mention volunteering on John Oxley.

The following pictures support the progress achieved. Michael Schultz 15th October 2019.



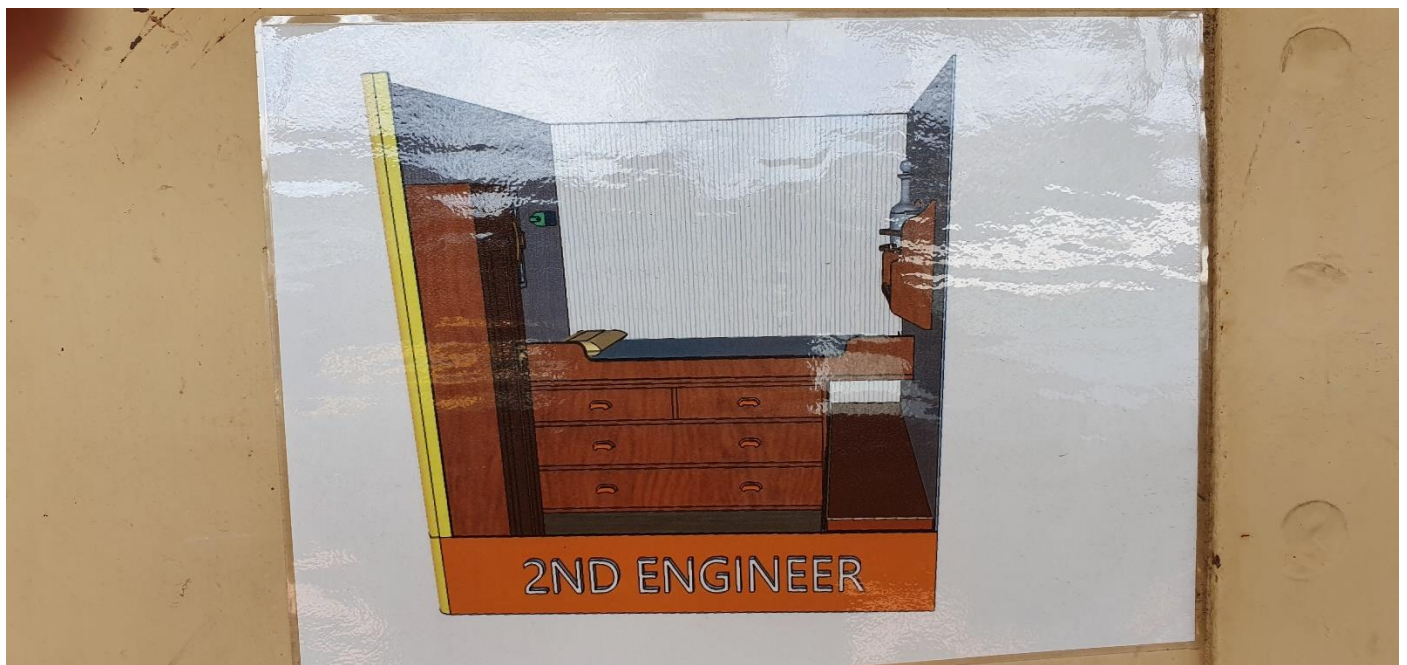
The continuation of the caprail seen on the left needs to be continued around the stern.



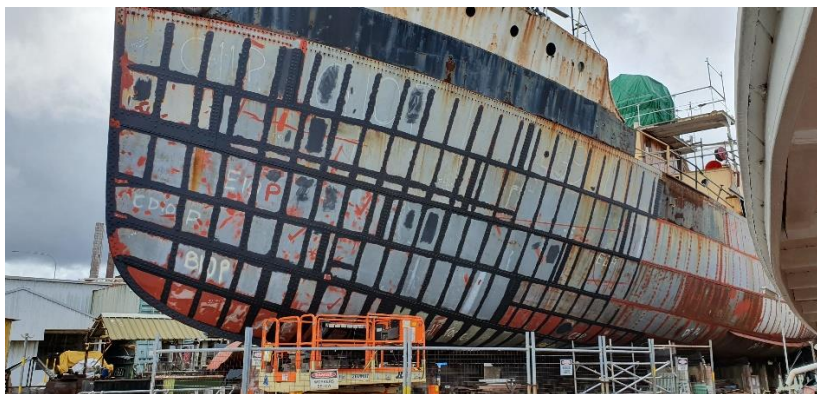
Steve & Bill working on the caprail.



Second Engineers Cabin deck bearer lugs in position.



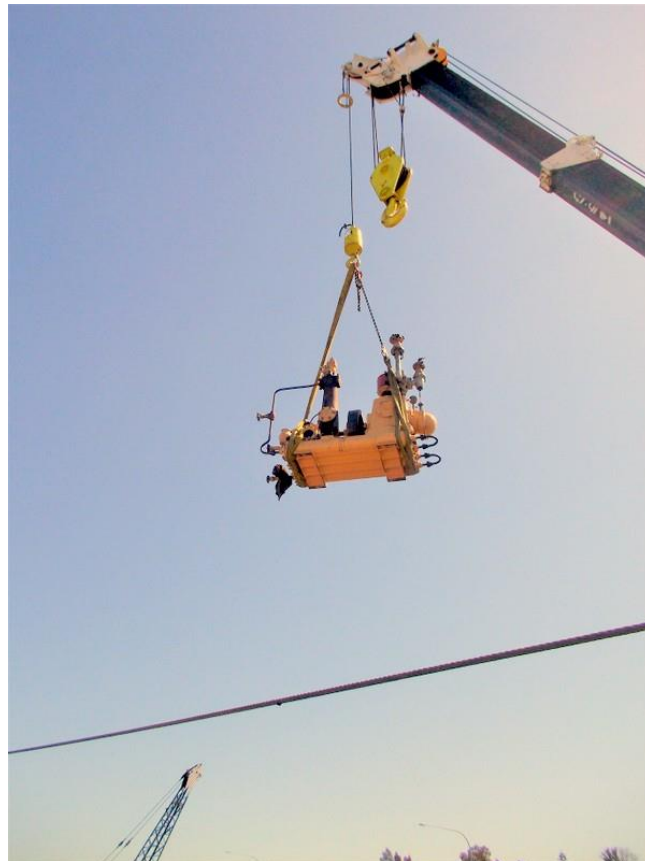
Cabin mock ups show how the Bob Ellis team are going to commence fitting out. Artwork courtesy Andy Munns.



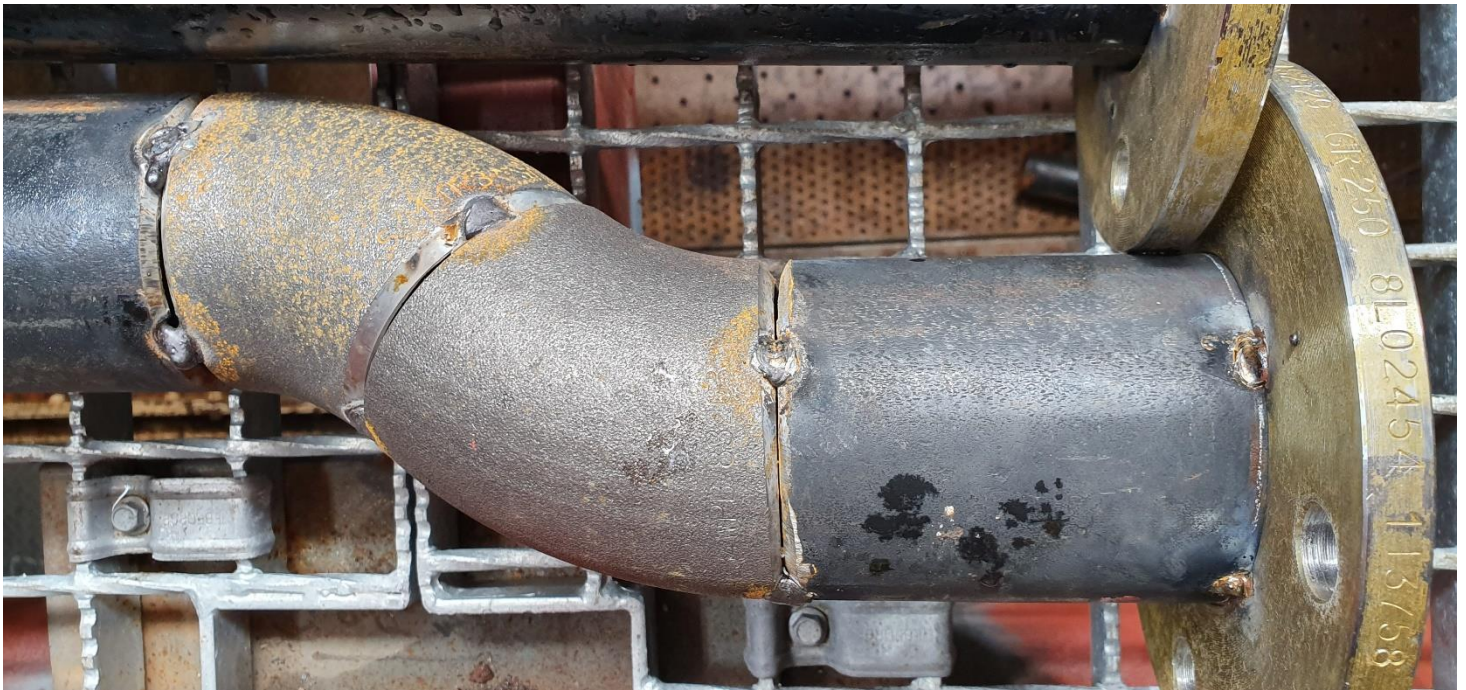
The Caulking Companies volunteer gang progress in black on the new section of the hull.



Freshly painted space for the Ammonia Fridge Unit and part of it being fitted in that space.



The whole unit which has to fit in the space above right and be painted by Sandy.



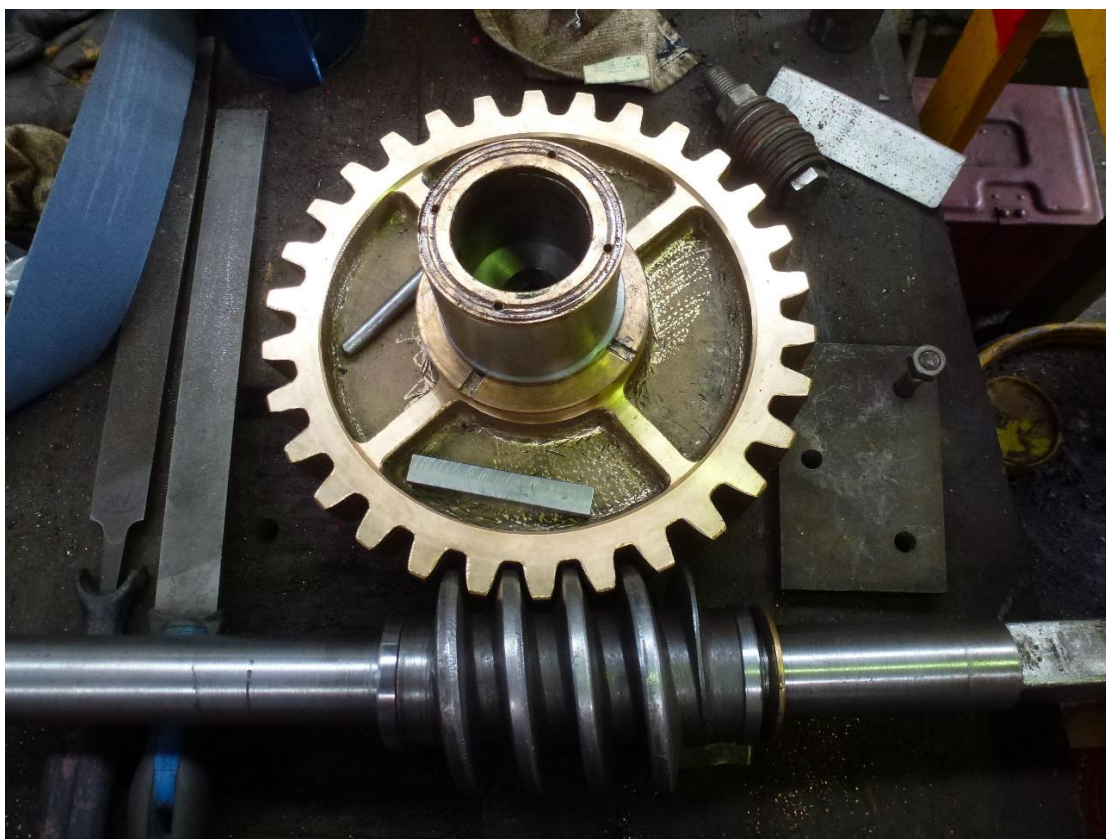
The pipes and the detail and patience required to complete the job. Please refer to page 1.



A bit of frivolity, the sign above the door of the Fleet Tugs workshed on the Sea Heritage Dock.



What a great pair, none other than Operations Manager, Tim Drinkwater & Chief Fabricator and Boilermaker Steve Stylianou. They are erecting scaffold at the bow of John Oxley to allow restoration of the Forecastle, the last remaining major portion of the ship to be restored. Note the Hard hats and Safety Harness. Picture courtesy Andy Munns.



The top picture shows the main engine turning equipment consisting of an electric motor connected to a drive shaft to a gearbox in cream at the right.

The lower picture, displays the parts inside the Gearbox and the bronze gear wheel driving a steel shaft to another larger unseen gear, which turns the main engine shaft.

Formerly, the bronze gearwheel was in steel. Originally this turning gear was used for turning the main engine by hand slowly in order to check and adjust the many turning parts like piston rods. It would seldom be used.

As the ship will be on display often with the engine in a cold situation the engine is turned by the electric motor to display all the moving parts of a steam engine. The gear wheel is made in bronze to prevent overheating and smoking and is also housed in an oil bath.

Excited Engineers inspected the Bronze Gear wheel and reported only bedding in wear after substantial use. This discovery was most rewarding after so much work put into the gearbox.