

PV JOHN OXLEY RESTORATION

PROGRESS REPORT March 2019.

Fundraising: A vital activity for the efficient continuation of this magnificent vessel's restoration.

The ship is longing for half its body to be immersed into salt water and to proudly proceed under its own steam, crewed by Sydney Heritage Fleet personnel, around Sydney Harbour and on limited coastal ocean voyages, as well as being on display alongside with tours and interactive screens on board showing all areas of the ship including the propeller when turning. Showing off a 1927 Coastal Steam Ship in 2023 and beyond.

A Big thankyou to THE MARITIME SOCIETY (TMS): All the restoration team both onboard the ship and in the Workshop and the Board of Sydney Maritime Museum are exceptionally grateful for this generous group of people exceeding their target of \$35,000 in 6 Months for the restoration of the ships main mast. Work is already well underway in restoring this segment.

Workshop: The Fabrication team, continues to fabricate steel sheet for many sections of the ship and currently for the forward hold to provide for fitting an Air Compressor recently gifted to us. This compressor will supply high pressure air thru an already fitted air line that runs throughout the ship. Compressed air is used for many tools and equipment and is required both now and after the restoration is completed and the ship launched.

The Engineering teams: See pictures of the Feed pump Valve Box and Main Engine Electric turning, gear box for maintenance purposes.

Engine Room: Chief Engineer Garry Burns and his team are pleased to report that the restoration and fit out of the engine room is now complete except for two small items namely the Electric main engine turning Gear Box, used for maintenance turning of the engine and the Feed Pump Valve Chest. Both these items are a few weeks away from re-fitting. The team will now concentrate on the continuation of the Boiler & Stokehold works.

Handrail Stanchions: These railings are for both the Boat Deck and Anchor Deck. The order for a quantity of 65 had been placed with a supplier in Vietnam, samples tested, shipping documents sighted, full payment made and shipment due April 2019.

Foremast: The mast has been stripped and is lying in a suitable position on the Sea Heritage Dock. See pictures. Restoration is almost complete then will be sent out for sandblasting and zinc coating. Upon return the rigging will commence.

Planning & Naval Architecture: The John Oxley Committee under the leadership of Andy Munns, continue to hold high level meetings and receive advices from a range of approval authorities and agencies. These meetings are necessary in order to restore a 1927 ship to modern day standards without destroying the 1927 style and heritage.

MILESTONE ACHIEVEMENT! —SURVEY APPLICATIONS:

The John Oxley Restoration Committee proudly announces that thru their representatives acting as the licenced agents for AMSA, applications have been lodged for the ship to operate under two

surveys allowing voyages both within Sydney Harbour and on limited coastal voyages. High confidence is held that these applications will be approved.

In association with these survey applications AMSA has issued a Unique Identifier number to the ship.

Main Hold & Forward Hold: Progress continues under leadership of Tim Davis with Galvanised Grid Mesh for the Tween Deck floor and stairs from tween deck to lower hold now fitted.

Masters Cabin & Chartroom: Ian Ferrier continues with restoration of the timber work in this area ably assisted by his team.

Engine Room Escape Hatch: The escape hatch is now installed allowing an alternate escape route from the engine room via the Propeller Tunnel into the Pilots Accommodation space and upwards.

HELP IS ALWAYS NEEDED PLEASE: Please contribute to this proud ship's restoration so that we may launch her in 2023!

BUY A BOILER TUBE ONLY \$75, OR BUY UP TO 320 OF THEM, SORRY NO BULK ORDER DISCOUNT.

The following is a list of major items needed at the moment and you are invited to peruse them. Should you wish, we will be happy to identify you on a piece of equipment that you donate for, should it be practical to do so.

Stokehold Man safety hoist \$4,000.

General Material Hoist wharf to ship \$4,000

2 Generator Sets 100kVa each \$25,000.

1 Diesel emergency fire pump \$2,600.

Stanchions \$13,700.

Boiler Tubes \$24,000 or \$ 75 each.

Steering Chain \$3,500.

Propeller Seal \$7,500.

2 lengths Anchor Chain, each \$3,500.

2 Anchors each \$2,600.

A quick link to our funding pot is: <https://buy.shf.org.au/donations> please be sure to type in the appeal preference box "John Oxley". Thank you.

GOODS IN KIND or at Discounted Prices: If readers have contacts that you could introduce to us with the view to SUPPLYING any of the items listed above, please inform us. Thank you.

Volunteer Positions Vacant: 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, 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.

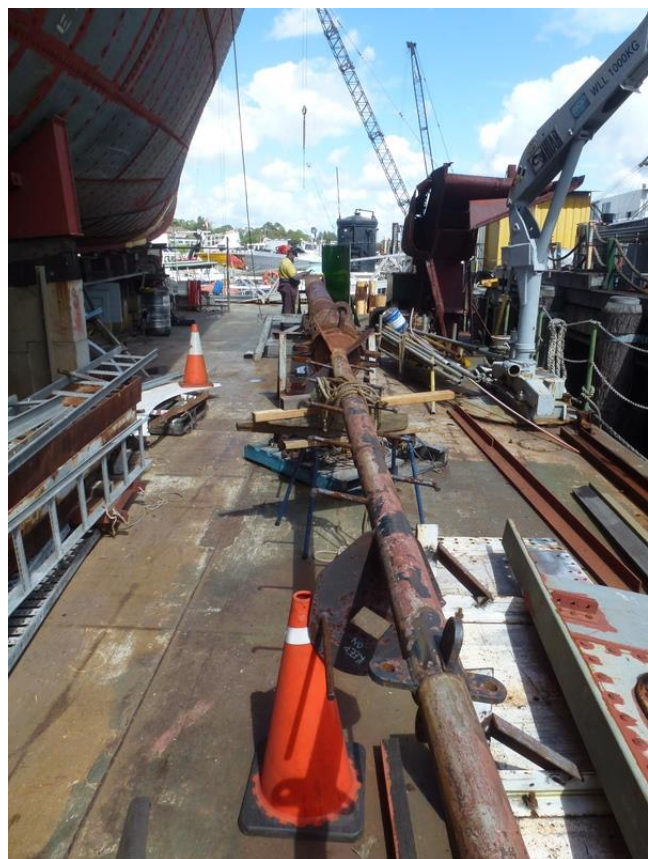
The following pictures support the progress achieved. Michael Schultz 24th March 2019.



Shelter over Main Hold for both Heat & Rain



Stephen Smith making a new rivet furnace.



**Steve Stylianou preparing the mast for shipping out for sandblasting and zinc coating.
New mast base to be fitted then sent out for coating.**





George McLean preparing to cut a Steel sheet for fabrication.

Ian Roy machining finishing touches to the Feed Pump valve chest



A close up of both halves of the valve chest. Next a galvanised finish.



Ian Roy and a happy cut off Ian Bird (apologies) machining a new bronze Gear for the gearbox of the electric turning equipment on the main engine. The previous original one was steel and overheated during use.



A beautiful sight.