

PV JOHN OXLEY RESTORATION

PROGRESS REPORT May - June 2019.

Vital Fundraising is needed: For the efficient continuation of this magnificent vessel's restoration which will enable the *John Oxley* to be completed and 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 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 voyages for 10% of its life and 90% 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.

FIRE PUMP NEEDED – CAN SOMEONE MANAGE \$10k OR SHARE WITH A FRIEND \$5k EACH?

Almost time for your tax return and deductions! 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.

Visit by Board of Directors – Sydney Heritage Fleet: In May the whole Board less one on the sick list due knee surgery the day before, toured the vessel. The tour was conducted by John Oxley Committee Chair, Andy Munns, with the assistance of his committee members. During the tour Directors were shown the enormous work completed to date including the engine room with auxiliary machines operating with compressed air in lieu of steam giving off a steam like sound. The Main Engine turning slowly by electric motor.

In order to give a comparison of completed restoration with parts of the ship un-restored the Forecastle was viewed which really shows up the difference.

The partially completed Pilots Saloon was perfect for Andy's conclusion briefing which included a very comprehensive hand out summarising the history of the restoration to date starting in 2002 with restoration work commencing 2008. Andy covered the need for ongoing funding to meet needs up to and including launch and finished vessel.

Pilots Saloon: The Bob Ellis team have almost completed fitting insulation to the deckhead before applying the timber panelling. The steel deck above is the open Boat Deck and the application of the insulation is already taking effect in reducing the saloon temperature. This was noted during a recent Board of Directors inspection when Andy Munns was able to sit the Board down in the Saloon for his presentation.

Workshop: The Fabrication team, continues to fabricate steel sheet for many sections of the ship and the "Hot Riveting Team" has been currently riveting Boat Deck Margins and Bullwarks Starboard side midships on the main deck and in the Tween Deck. A very efficient team very ably supported by Steve & Alex with the rivet gun. It was noted that during the cold mornings, there seemed to be an attraction around the gas furnace by those allocated to cook & pass the rivets.

Engine Room: Chief Engineer Garry Burns and his team are pleased to report that the fitting of the gearbox for maintenance & inspection tuning of the main engine by electric motor is complete and operating well. Readers will recall from past issues that this gear box was a fantastic team effort by many persons starting with Ken Bryant making a pattern in order to cast the gearwheel and following

on from there to the finished product. **Readers, please reflect for a moment, here is one small example of the achievements being created throughout the whole Sydney Heritage Fleet all the time, by both skilled volunteers and volunteers skilled by training from within our simply wonderful organisation----** it is our best secret let's let that information out of our cage and broadcast it, **tell your friends, bring them to the SHF skilled or unskilled.**

That fantastic gearbox job cost us just materials---just imagine the cost to make that gearbox commercially.

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.

Masters Cabin & Chartroom: Ian Ferrier and Jasmin are progressing well with Ian lining walls with insulation prior to panelling, electricians running wiring and Jasmin with the timber work sanding then varnishing to bring out the beautiful grain in the Teak.

Caulking the Hull: Steve Clifford formed a hardworking team called the "Caulking Company" consisting of Steve Clifford, Mark Savage, Allan Stannard and Chris Farquharson. These guys, because of their noisy work operate on the off work days thus avoiding driving the rest of the workforce crazy. Their progress has been simply incredible. It will be easy for observers to view their progress, just view the hull and any where you see black painted rivets and black painted over laps of the steel hull shows the completed work of the Caulking Company. One should acknowledge past work over the years mainly around the stern, performed by Hugh Cross, training former teams and work more recently completed work by Steve Stylianou and Alex Marjorybanks.

The Caulking Company's work was not plain sailing because they had to remove mainly stored junk, placed under the hull of the vessel by many guilty parties around the workshop including the John Oxley Team. **Well done Caulking Company!**

Port Boiler High Pressure Clean:

MILESTONE! In past issues you will recall the port boiler had major work performed on it by Steve Stylianou and Alex Marjorybanks when they removed all the tubes because of their poor condition and leaving only the Stay Tubes.

Contractor Hitech Industrial Services was engaged to perform a high-pressure water clean of the port boiler and they came with all the gear to enter the boiler with a high-pressure nozzle and at the same time suck out the debris into a tanker wharf side. It was a four-day successful job leaving the internal boiler bright metal clean. Preliminary inspections indicate no major concerns and now detailed thickness and crack testing will be performed under guidance of the Fleets Professional Boiler Inspector.

With the engine room substantially completed the Engineering team will now be moving their efforts to the boiler room.

The following pictures support the progress achieved. Michael Schultz 10th June 2019.



Tim Drinkwater holding sample Stanchion



Ships Galley

Pictures from within the Galley





Furnace



George delivering a hot one



Alex Riveting it in with a pneumatic dolly backing it.



Riveting in the Tween Deck



Spray from Port Boiler HP Clean



Tanker removing Spoil



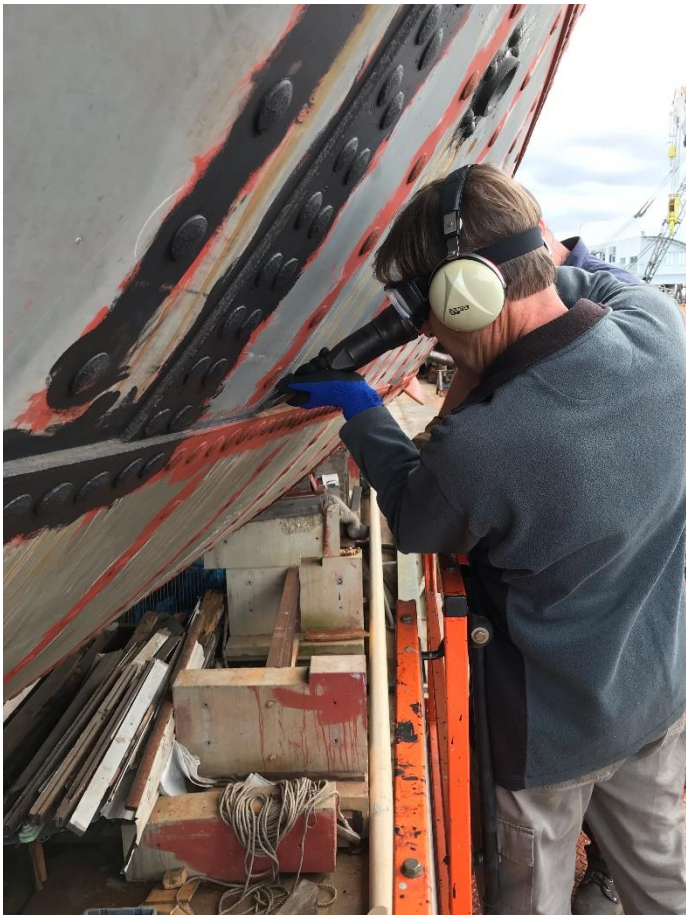
The Valve Chest with one of six valve seats fixed.



One Valve in position on the valve seat.



Un-restored Forecastle from Main Deck above. Lower decks completed apart from fitout.



The Caulking Company Team at work.