

## POLLY WOODSIDE



POLLY WOODSIDE SOHE  
2008



14368 Polly Woodside Bow 4  
Oct 2006 mz



14368 Polly Woodside Stern  
4 Oct 2006 mz



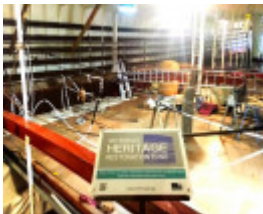
14368 Polly Woodside 4  
Deck Oct 2006 mz



14368 Polly Woodside Hold 4  
Oct 2006 mz



Before Photograph -  
Reference F3930 2014



After Photograph - Reference  
F3930 2016



Before Photograph -  
Reference F3930 2014



During Photograph -  
Reference F3930 2015

### Location

1-23 SOUTH WHARF PROMENADE SOUTH WHARF, MELBOURNE CITY

### Municipality

MELBOURNE CITY

### Level of significance

Registered

### Victorian Heritage Register (VHR) Number

## VHR Registration

March 8, 2007

## Heritage Listing

Victorian Heritage Register

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## Statement of Significance

Last updated on - March 15, 2007

### What is significant?

The *Polly Woodside* was built in Belfast in 1885 by Workman Clark & Co Ltd for William J Woodside, and operated as a cargo vessel, initially carrying coal, nitrate and wheat between England and South America, and also visiting North America, Africa and Australia (Newcastle, N S W). In 1904 the ship was sold to a New Zealand company and renamed *Rona* (a Maori name) and until 1921 sailed mainly between various ports in Australia and New Zealand. In 1923 it was dismantled to become a coal hulk, and towed to Melbourne. The ship was temporarily requisitioned by the Royal Australian Navy during the Second World War, and used in New Guinea as a refuelling barge for navy ships, then returned to being a coal hulk in Melbourne. In 1968 the National Trust of Australia (Victoria) purchased the ship for one cent. It underwent extensive restoration, most of which was done by volunteers, and in 1978 was opened to the public, moored permanently at the 1875 Duke's & Orr's Dry Dock at Southbank. In 1988 the *Polly Woodside* was awarded the World Ship Trust Medal for supreme achievement in the preservation of maritime heritage.

The *Polly Woodside* is a three-masted iron barque with a clipper bow and rounded counter-stern. The hull is of riveted wrought iron, with clinker built (raised and sunken) plates. The three lower masts are of steel, the topmasts, topgallants and royals are of wood. The ship's registered gross tonnage was 678 tons. The hull length is 59 m (192 ft), overall length is 70 m (230 ft), beam 9 m (30 ft) and draft laden 4 m (14 ft). The main mast is 37.2 m high. The estimated area of sail when all sails are set is 1110 sq metres (12,000 sq ft). The ship has been restored, but is not currently in sailing condition.

### How is it significant?

The *Polly Woodside* is of historical, scientific (technological) and social significance to the State of Victoria.

### Why is it significant?

The *Polly Woodside* is of scientific (technological) significance as a rare surviving example, and one of the best examples in the world, of a nineteenth century barque rigged, iron-hulled, ocean-going trading ship.

The *Polly Woodside* is of historical significance for being representative of the type of ship that serviced Victoria through the intercolonial and international trade in the late nineteenth and early twentieth century. These ships were once very common as the kind of vessels which carried most of the world's bulk cargo in the late nineteenth and early twentieth century. As they became obsolete to steamships their numbers diminished and the *Polly Woodside* is now only one of less than ten known surviving examples world wide.

The *Polly Woodside* is of historical significance for its long association with the Port of Melbourne, first as a trading ship, then as a coal hulk and lately as part of Melbourne Maritime Museum.

The *Polly Woodside* is of historical and social significance for its links to Victoria's maritime history. The *Polly Woodside* is representative of the many thousands of ships that linked Victoria with the rest of the world through trade and immigration throughout the latter half of the nineteenth century.

The *Polly Woodside* is of social significance for the public support it received for its preservation and conservation, for its contribution to the development of historical maritime skills, and as a popular tourist destination since 1978.

## Permit Exemptions

### General Exemptions:

General exemptions apply to all places and objects included in the Victorian Heritage Register (VHR). General exemptions have been designed to allow everyday activities, maintenance and changes to your property, which don't harm its cultural heritage significance, to proceed without the need to obtain approvals under the Heritage Act 2017.

**Places of worship:** In some circumstances, you can alter a place of worship to accommodate religious practices without a permit, but you must **notify** the Executive Director of Heritage Victoria before you start the works or activities at least 20 business days before the works or activities are to commence.

**Subdivision/consolidation:** Permit exemptions exist for some subdivisions and consolidations. If the subdivision or consolidation is in accordance with a planning permit granted under Part 4 of the *Planning and Environment Act 1987* and the application for the planning permit was referred to the Executive Director of Heritage Victoria as a determining referral authority, a permit is not required.

Specific exemptions may also apply to your registered place or object. If applicable, these are listed below. Specific exemptions are tailored to the conservation and management needs of an individual registered place or object and set out works and activities that are exempt from the requirements of a permit. Specific exemptions prevail if they conflict with general exemptions.

Find out more about heritage permit exemptions [here](#).

### Specific Exemptions:

**General Conditions:** 1. All exempted alterations are to be planned and carried out in a manner which prevents damage to the fabric of the registered place or object. General Conditions: 2. Should it become apparent during further inspection or the carrying out of works that original or previously hidden or inaccessible details of the place or object are revealed which relate to the significance of the place or object, then the exemption covering such works shall cease and Heritage Victoria shall be notified as soon as possible. Note: All archaeological places have the potential to contain significant sub-surface artefacts and other remains. In most cases it will be necessary to obtain approval from the Executive Director, Heritage Victoria before the undertaking any works that have a significant sub-surface component. General Conditions: 3. If there is a conservation policy and plan endorsed by the Executive Director, all works shall be in accordance with it. Note: The existence of a Conservation Management Plan or a Heritage Action Plan endorsed by the Executive Director, Heritage Victoria provides guidance for the management of the heritage values associated with the site. It may not be necessary to obtain a heritage permit for certain works specified in the management plan. General Conditions: 4. Nothing in this determination prevents the Executive Director from amending or rescinding all or any of the permit exemptions. General Conditions: 5. Nothing in this determination exempts owners or their agents from the responsibility to seek relevant planning or building permits from the responsible authorities where applicable.

**Minor Works :** Note: Any Minor Works that in the opinion of the Executive Director will not adversely affect the heritage significance of the place may be exempt from the permit requirements of the Heritage Act. A person proposing to undertake minor works may submit a proposal to the Executive Director. If the Executive Director is satisfied that the proposed works will not adversely affect the heritage values of the site, the applicant may be exempted from the requirement to obtain a heritage permit. If an applicant is uncertain whether a heritage permit is required, it is recommended that the permits co-ordinator be contacted.

\* All maintenance works that are directly related to the National Trust of Australia (Victoria) management of the *Polly Woodside* as a museum exhibit as part of the Melbourne Maritime Museum are permit exempt.

\* Temporary relocation of the *Polly Woodside* for maintenance of the ship or the Duke & Orrs Dry Dock is permit exempt.

\* Temporary relocation of the *Polly Woodside* for exhibition purposes is permit exempt.

**Description of otherwork/activity exempted from requiring a permit:**

"Like for like" replacement or refurbishment of the timber upper and topgallant masts, timber yards, timber blocks and mizzen gaff.

"Like for like" replacement of canvas hatch covers and deckhouse roof canvas.

Replacement of unserviceable ratlines, and rigging ropes with reproduction materials.

Improvements to the electrical and lighting systems using new but sympathetic materials.

Replacement of sacrificial anodes.

Inspection of rigging and fittings by climbing.

Caulking of decks using oakum and pitch.

Refurbishment of the pin rail.

Repair of deck using similar materials.

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|-------------------------|--------------------|
| Construction dates      | 1885,              |
| Heritage Act Categories | Registered object, |
| Hermes Number           | 14368              |
| Property Number         |                    |

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## History

**1885** - Built in Belfast

**1885 -1904** - The ship made seventeen trips to all parts of the world, including South and North America, Africa and Australia, and rounded the Horn sixteen times.

Used as a bulk carrier. First voyage one month after launch put into South American trade with a crew of fifteen, taking coal from the great coal-fields of Wales around Cape Horn to Chile and returning a year later via Uruguay carrying nitrate for use in the chemical industry and as fertilizer

**1904** - Sailed from New Zealand to Glasgow with a cargo of wheat. In Glasgow she was bought by New Zealand owners and was renamed the *Rona*.

**1905-1916** - Used out of New Zealand as a Pacific trader sailing within New Zealand waters and to Australia, chiefly to Newcastle, Sydney, Melbourne and ports in southern Tasmania, carrying mainly timber, coal, manure, grain, cement and sand.

**1916-1922** - Heavy shipping losses in World War I then led to *Rona* being used in the New Zealand to California trade until 1920, mainly carrying copra and coal to the USA and case oil/benzene home. The ship remained under various New Zealand owners from 1904 until 1922.

**1922** - Sold to Adelaide Steamship Company for conversion into a coal lighter.

**1923** - Dismantled in Sydney. The masts were truncated, and the rigging and bowsprit removed.

**1925** - Towed to Melbourne in March

**1925 - 1943** - Used as a lighter on the Yarra

**1943 - 1946** - Towed to New Guinea and used by the Royal Australian Navy as a refuelling barge for naval Ships.

**1946** - Returned to Melbourne

**1946 - 1968** - Used as a coal hulk supplying engined ships.

**1968** - Sold to the National Trust for one cent to restored under original name *Polly Woodside*.

**1972 - 1978** - Underwent restoration.

**1978** - The Victorian Government allocated the Duke's & Orr's Dry Dock, as a permanent home for the ship.

March: Governor General opens the ship and the Maritime Museum to the public.

**1988** - The World Ship Trust, an international body based in London, awarded their Medal for supreme achievement in the preservation of Maritime Heritage to *Polly Woodside*, the first merchant ship in the world to be awarded the prestigious award

Ships like the Poly Woodside were the prime movers of the 19th C. They were perhaps the most common form of shipping due to their size speed and efficiency to sail. They could carry large bulk cargoes with minimum crews and up until the beginning of the 20th C. were faster and cheaper to run than comparable steam ships.

However as steam shipping technology improved the demand for barques such as the poly declined and the ships were discarded in favour of steamers or larger sailing ships. Of the 1000s of sailing cargo ships of the 19th C. it is estimated that the number remaining is now around ten. As the ships became redundant they were turn into hulks and lighters like the Polly or were scuttled or used to from reefs or sold to ship wreckers or just left to deteriorate.

Most of the sailing ships that survive were built in the 20th C. and are usually larger than ships such as the Polly and often carry more masts. Many of these ships are four masted barques. These ships represent later developments in shipping and unlike the Polly do no represent shipping and trade from the 19th C.

## Plaque Citation

Built in Belfast in 1885, the barque Polly Woodside is a rare surviving example of the type of ship that serviced Victoria through intercolonial and international trade in the late nineteenth and early twentieth century.

## Extent of Registration

All of the iron hulled barque known as the *Polly Woodside*.

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*This place/object may be included in the Victorian Heritage Register pursuant to the Heritage Act 2017. Check the Victorian Heritage Database, selecting 'Heritage Victoria' as the place source.*

*For further details about Heritage Overlay places, contact the relevant local council or go to Planning Schemes Online <http://planningschemes.dpcd.vic.gov.au/>*