



Volume 6, Issue 4



March 2016

FROM THE DESK OF THE PRESIDENT

Hello Shipmates,
Stairs

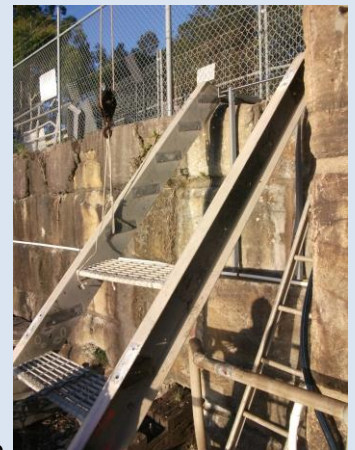
Once again the access stairs were the centre of attention this weekend and last weekend too. I am happy to report, the main stair structure is now in, secured and level. Thursday the 3rd of March was devoted to the completion of the hanging struts (the grey vertical pieces adjacent the stone wall).

Friday the 4th of March saw Warwick Whalley on the scene and spend the greater part of the day on the lathe cutting threads into each end of the 20mm stainless bar - by hand turning of the chuck - no mean feat let me assure you! Friday afternoon was a stinker of about 34° and 90% humidity but with Daniel Callender's assistance we managed to lift the stringers into the horizontal position and locate them with the stainless rods on their proper hanging points. We finished the day at about 18.30 by placing two stair treads and bolting them in place.



Stringers in place

Saturday morning the 4th of March and the air was filled with smoke from a fire somewhere in the thick bush of Sydney's north. Axel Mercado joined us and we lowered and secured the 'blue' channels horizontal channels with another 20mm stainless bar. The rest of the morning was taken up levelling and squaring the structure in every way, most notably by the placing of the timber sleeper material between the wall and the blue channels. About midday the landing mesh was placed and measured up for securing to the blue channels. The call of domestic duties saw Warwick and myself head for our respective homes around midday.



Hanging struts installed

Back again on Friday the 11th of March, the plan for this weekend was to fit all the stair treads and secure the landing mesh. You might see from the photo on the next page, that the stringers show the stair treads at a sloping angle. This is because the donated staircase (from Caltex) was originally designed to lie at 37.5° whereas our arrangement has to lie at about 46°. This meant redrilling all the stair treads to get the correct angle; this was achieved on Friday afternoon.

Saturday kicked off at about 0800, the re-drilled stair treads were placed and bolted securely

and yes they were level! The afternoon saw the landing mesh secured to the blue channels. The lower stair case was placed to check for fit and once it gets an extra 50mm elevation it will complement the main stair case perfectly. The structural pieces with the generous coating of blue paint was painted each day during the week by our ship keeper Daniel Callender.

Next working weekend will be the Easter long weekend, when we should be able place the lower staircase and get a good start on the gate through the fence. From then all that remains will be the hand rails, painting and certification by the structural engineer.

My apologies to all who may find this long winded script a little but tedious such is the dedication of the crew in somewhat trying conditions that every step achieved needs to be reported to the wider Cape Don community in full. Peter



Stair treads at a sloping angle



Treads securely bolted and level



Test fit lower stairs

Photos Peter King

On-Board Capers

Plumbing

The ships fresh water supply line and associated pipework has been moved and upgraded to remove the trip hazard of coiled poly pipe on the Boat deck and have the pipework to the ships tank routed in a more professional manner. The work was completed with the dedicated assistance of our chief cook and bottle washer - John Stokes and the "electrifying" Warwick Riddle ...many thanks Guys. Brian

Electrical

Most of the weekend was spent on protecting and securing the mains cable near the new stairs. Planning work for the ships and gate entrance security, emergency lighting and lighting for the new access area. Paul checked the anodes and reported that the new larger anodes are working well.

Saturday afternoon was spent cleaning out the steel conduit store to see what stocks of fittings we have as some will be required to upgrade the remaining emergency lights and security systems. Warwick



John & Brian working on the water supply

North Sydney Times

26 Feb. 2016

WOLLSTONECRAFT

Historic treasure worth saving

VOLUNTEERS RESTORING AGE-OLD SHIP

Ian Paterson

FOR more than a decade a loyal band of volunteers have been scrambling over the decks of the *MV Cape Don* to make it shipshape once again.

MV Cape Don Society ship keeper Daniel Callender said the retired navigational aids ship, docked at Balls Head Bay, was a treasure that deserved to be saved.

"This ship went around to all the bad and dangerous waters in Australia to deliver lighthouse supplies and help keep sailors safe," he said. "So I feel as though it is worth doing her up to save a bit of our maritime history."

Photographer Brett Patman, who runs the online Lost Collective project, agrees and shot some stunning photos of the old ship.

If you would like to donate to help the group finish their work or to get involved visit mvcapedonsociety.org.au.

SHIP'S JOURNEY

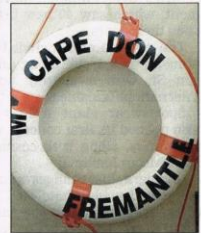
MV Cape Don built at the Newcastle dockyards and was completed January 1963. Purpose-built to service and repair navigational aids such as lighthouses. Ship was retired from service in 1993



Volunteer Daniel Callender in the engine room of the *MV Cape Don* which is being restored at Balls Head. Picture:ANNIKA ENDERBORG



A porthole on the *MV Cape Don* and one of the restored lifebuoys, below.



Volunteer Peter King aboard the *MV Cape Don*.



Brett Patman has taken some dramatic pictures of the ship as part of his online Lost Collective project.



Repairs to the cat walk supports



Warwick checking the stringers

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