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# Flood Tide

*The Newsletter of the  
Baragoola Preservation  
Association Incorporated*

## Welcome to our First Newsletter!

Welcome to the first edition of "Flood Tide" the newsletter of the Baragoola Preservation Association Inc.

This Newsletter is for you to see where we are up to with our aims to save and restore this old Manly girl back to her former operable glory. It is also a good opportunity to talk on the vessels history and future and everything in between.

We hope you enjoy it, we certainly will, and please do not hesitate to assist in any way be it with information for the Newsletter or with the Baragoola herself. If you have any memories of the Baragoola, please send them to us and we will put them in the newsletter; with your permission of course!

We will have a progress report on the vessel and our fundraising efforts, guest articles, photo reviews and a history lesson on the Baragoola and Manly Ferries as well as a technical section discussing her old steam engines, her later diesel electric plant and any relevant information on machinery typical to these and newer vessels on the Manly run.

We have big goals here, and so we need your help. Your enthusiasm, knowledge, skills and interest are very

welcome. Join us by becoming a member, just look on our website: [www.savethebaragoola.com](http://www.savethebaragoola.com), fill out the form and send it to us.



## About the Baragoola Preservation Association

The Baragoola Preservation Association Incorporated has been formed by a group of dedicated individuals that are passionate about the old Manly Ferry Baragoola.

Along with her current owner, the group is committed to saving and restoring the Baragoola from a watery fate, which is where she is headed if we can't urgently stabilise her steel and crumbling hull.

Her previous owner spent 20 years and 1 million dollars keeping her afloat, unfortunately against much opposition.

With her new owner we are beginning fundraising efforts

and are planning public information stalls at Manly as well as the sale of chocolates, books, calendars and the like.

To save her we need a lot of money. This will ensure she has a future to remind Sydney of how Sydney and Manly came to be what they are today; big thriving and prosperous locales.

We are just average people having a go and we so far have had lots of support from many people who fondly remember the Baragoola. We look forward to yours as well.

## Progress Report: "This is really big"

There is no doubt that this is a big project. Not since the restoration of the South Steyne has an ex Manly Ferry been the focus of such attention. "This is really big" has been the recurring comment from within the Association.

We don't enter this lightly. We take her on knowing and expecting that this will take approximately 10 years to do and 10 million dollars worth of work, but we know it will be worth it.

To have a classic, Australian, locally built, long serving and iconic ferry operating in Sydney Harbour again, as a functions/cruise vessel, is the reward. Something for future generations to cherish and have an experience of what it was like "back in the good old days" to travel on an old Manly Ferry!



*"She doesn't look good mate..... you can see the outside from the inside."*

One comment made on our recent inspection of the hull of the Baragoola.

## Fundraising or "Fun" Raising?

On the 24<sup>th</sup> of October 2009 we are having our first fundraiser. Manly Council has been very supportive and have provided us with space on The Corso for our first information stall.

All members of the association are welcome to attend from 9am to 3pm. Geoff Eastwood has kindly allowed us to show off his perfect model of the Baragoola as well.

Flyers are available for interested people, so too are Baragoola coffee mugs which will be for sale. All the proceeds from the sale of these will go towards the vessel and the process of her restoration.

If you come, be prepared to answer a lot of questions on the day so read up on the Baragoola as it is envisaged that there will be a lot of public interest. Or, you can just come and meet us and have a chat as your association drivers.

As a group we are very much anticipating some fun as we talk about the Baragoola with interested members of the public that happen to be passing by.

The Baragoola just happened to pass on by too for many many years, and it is with this in mind that we engage in this restoration so that she can again "pass on by" down the harbour to Manly.

## So what has happened and where is she?

Well, this is a long and sad story. Very basically she has been sitting idle in Sydney Harbour since her retirement in 1983. Several private owners didn't do much until a fellow named David Ashton came along and lovingly spent 1 million dollars over 20 years on her only to be opposed, obstructed and evicted at the hands of property owners and bureaucrats.

Out of futility and despondence, David sold her. Although Heritage listed, she remains in a dire state at the old coal loader at Waverton requiring weekly maintenance to keep her alive. She is a tough one though; she is a real ship and not just a ferry!

## Back to Glory Days!

The Baragoola is in a poor state. Her hull requires major work to be completed on her riveted plates so she needs dry docking as soon as possible.

The diesel electric engines that replaced her steam engines removed in 1958 are still there but are not operational.

Her superstructure is in relatively good condition though. Her wheelhouses are empty and require much work. Vandals have looted her as well which hasn't helped and she requires scraping, painting and lots of tender loving care.

Her interior looks the same except for the seating which was removed; the seats were past their used by date when she retired.

But all in all, she is there, she is waiting, and we have arrived! With your help, we can return her to the way she looked in her glory days as a proud steamer.....



## History snippets.....

In 1922 on the 14<sup>th</sup> of February, the Baragoola was launched at Balmain and entered service on 3 September of that year.

She was built nine years after the Barrenjoey in response to growing passenger demand. She was the last Manly ferry built by Mort's and the last Manly ferry built in Australia until the Freshwater class in the 1980's.

When built, she cost 72,000 pounds and was the 41st vessel built by Mort's. She was the eighth vessel built by Mort's for the PJ&MSS Co. over a 35 year period, Mort's made no money on the construction of the ferry and the next three vessels would be built overseas due to the high local cost.

Baragoola's look changed little over her lifetime, the only major change being that her smoke stack was shortened after she was re-engined between 1958

and 1961. Baragoola's name means "Flood Tide" in a local Aboriginal dialect. Baragoola was one of the slowest of the Manly fleet, although she managed 15 knots at the builders' trials, she was only rated for 14 knots.

On 23rd June, 1974 Baragoola was one of several ferries damaged when a severe storm front hit Sydney - wind speeds in excess of 60 mph were recorded and waves topped 40 feet between the Heads.

Twice in her career, Baragoola overshot her berth at Circular Quay and continued into the footpath. In 1973, she came out of an overhaul and developed a leak on the afternoon of the opening of the Opera House; she was forced to wait nearly two hours as traffic was so heavy. A week later, it was noticed that she was taking on a large amount of water through a sprung plate and that the bilge pumps were not working. After offloading her passengers at the Quay, she was taken to Balmain depot where the fire brigade managed to pump her out, just keeping her afloat.

Baragoola  
Preservation  
Association Inc



**Manly.....**

**"Seven miles  
from Sydney and  
a thousand  
miles from care"**

## Technical Information

### Baragoola as launched:

Length – 199.5 ft

Beam – 34.1 ft

Depth – 14 ft

Draught – 12.2 ft

Engine – 3 cylinder triple expansion  
steam at 15 knots

Passenger Capacity – 1512 in summer  
and 996 in winter (open top deck)

### Baragoola as converted in 1958-61:

Length – 199.5 ft

Beam – 34.1 ft

Depth – 14 ft

Draught – 12.2 ft

Engine – 4 x British Thompson-Houston  
7 cylinder diesel generators driving 4x  
English Electric engines at 16 knots

Passenger capacity – 1218 summer, 926  
winter (enclosed top deck with open  
ends)

### The Baragoola Shop

We are currently in the process of  
organising the production of items to sell  
to assist in our fundraising.

All the proceeds from the sale of these  
items go to the Baragoola and her  
restoration through the Preservation

Association. So far we are looking at the  
production of mugs, caps, shirts,  
postcards, calendars and even a book,  
which is very exciting.

So watch this space for more information  
on where and when this will happen, and  
where we will be fundraising.

### How Can You Help? Easily.....

The best way to help, to start with, is to  
join the Association by visiting the  
website and downloading the form. Even  
if you do nothing your contribution is  
valued. Next, any donations you can  
make in the way of skills, money,

materials, memorabilia or photographs  
are very welcome. Any photos, slides or  
video's you have in your family albums  
are extremely valuable to us in getting  
the restoration of the Baragoola right; to  
her former glory. Every little bit helps!

*For more information, look at our website, contact us by email, or give us a call on the  
phone. We would love to hear from you ! We look forward to your continuing  
support.....Editor*



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