

Upcoming Events and Cruises:

April 5	Normal Steaming Day
April 11	Normal Steaming Day (Easter Saturday)
April 12	Normal Steaming Day (Easter Sunday)
April 26	Charter
May 3	Normal Steaming Day
May 4	Charter
June 7	Normal Steaming Day
June 13	Charter

Sunday March 22— Friends Picnic at Lock 5

gathering from 11:30 am.

BYO everything! Put it in your diary!



The 'Paddle Wheeler'

PS 'Industry' Newsletter—March 2020



Chairman	David Nattrass
Vice-Chairman	Mark Hazelwood
Secretary	Helena Whitman
Treasurer	Denise Bihun
Maintenance & Operations	Luke Bihun (ex-officio)
Promotions	Sandra Daniel
Safety Officer	John Brodie
Facebook	Don Smith
Committee	Barry Sullivan
	Tom Walsh
	Barrie Elliott
	Donna Rayner
Quartermaster	Kathleen Hazelwood (ex-officio)
Roster Co-ord	Stuart Auld
Newsletter/Website	Helena Whitman

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Chairman's Report

Favourable temperatures saw all scheduled cruises operate during December and January. However a dull damp day resulted in only the morning cruise being run in December. January was well supported.

February had been set aside for routine maintenance but will now extend into March or April if repairs become more complex...

During repairs to gussets on the port side we found that the paddle box cladding had rusted away and water was entering around the gussets causing the wastage.

While replacing the cladding further observations revealed that the Big End securing nut had stripped and needed replacement. As work to remove the Big End progressed we discovered that the paddle shaft and outer support bush were severely worn. As communicated previously the only viable option is a complete overhaul and shaft replacement.

We have disassembled the paddle wheel and Renmark Irrigation Trust will assist with the shaft removal. Adam Auditori has advised that the new shaft will be available within a month.

Dix Engineering have line bored the worn crank arm, machining the new big end journal, outer shaft support bush and fabricating 8 new paddle wheel spokes.

Unfortunately the March cruises and charter had to be cancelled due to the repairs. Fortunately the charter group was able to transfer their trip to the Fay now operating at Berri.

With a lot of effort and luck we hope to return to service for the April cruise followed by Easter!



Vale Ken Petersen

Ken's motivation to join the Paddle Steamer Industry restoration operation in 1990 was triggered when son Terry challenged him with words of encouragement similar to the following *'Now that you are retired I think you should get off your butt and help the guys restoring the Industry.'*

So, as rising flood waters seeped into the Jane Eliza dry dock Ken pulled on his water boots and toiled with the team in boggy conditions to complete repairs and successfully refloat the vessel. When Industry returned to the water he maintained his association with the volunteer group dedicated to see her returned to steam working order.

He was co-opted to the committee in 1991 and took on the role of Treasurer. Ken took over as Chairman in 1992. At this time the Friends of the PS Industry (FOTI) also managed the Renmark and Paringa Tourist Centre which added significant responsibility and workload.

In 1994 FOTI's operation had come under scrutiny by the Transport Safety Department. If they were to continue carrying fare paying passengers the vessel would have to come under survey. As Chairman Ken was involved in negotiations which saw a new Heritage Vessel Survey class established for restored paddle steamers. To achieve survey the work required to meet the modified standards exceeded the financial reserves of FOTI. He was a member of a deputation that met with the Transport Minister to successfully negotiate an interest free loan of \$50,000 to fund the upgrade completed in July 1995. Prior to securing the loan P.S. Industry appeared destined to return as a static Museum.

He continued as Chairman until 1996 after laying the solid foundations for FOTI. He remained on the committee for several years before electing to stand down but continued to volunteer.

Ken gave his time freely, and spent countless hours restoring and maintaining the vessel with a tube of No More Gaps never far away. He often provided accommodation for visiting skip-pers. In 2008 his commitment to the vessel was rewarded with Life Membership.

Ken continued as a volunteer regularly serving as purser; his last was during Rose Week in October last year.

FOTI has lost a valued and dedicated member. As a mark of respect we observed a minute's silence prior to January's cruise.

Chairman's Report Cont:-



Line Boring



On a brighter note the long overdue painting is also in progress. It is unfortunate that both maintenance activities are occurring at the same time, apart from a few “wet paint touches” progress is being made!

And to add to the congestion the Survey was completed on Friday 28th and the boiler inspection on Tuesday the 3rd.

A new safety valve has been installed on the boiler, the fire pump installation, modifications to the tender access ladder and a revamp of the Carley floats completed. Alan continues with repairs to the Wheel House window and Kevin Merritt is repairing the aft seat.

We have managed to squeeze in wood duties which included the demolition of an old wooden structure at the Paringa Museum and watch the salvage work with the Argo Barge while enjoying a cuppa and Beryl's morning tea! Argo remains floating with the assistance of continuously operating bilge pumps.

The subcommittee has met on several occasions to plan celebrations for the 25th and 30th anniversaries of the p s Industry being granted Historic Passenger Vessel survey and restoration to steam working order. P S Marion is scheduled to cruise through Renmark in October but unfortunately her timing does not allow her to be in attendance on a week end. October long weekend (2020) has been chosen. Watch, for details in the June newsletter. A friend's day is planned for Sunday 22nd of March at lock 5. Come along and view the new Bunyip Barge information centre.

It is with deep regret that we saw the passing of Life Member Ken Petersen our condolences are extended to his family.



Wear on Shaft



Journal removed



Poem Cont:-

Oh, the food, the magnificent food, better than manna from above,
Tomorrow its lamb's fry and bacon, I think I'm falling in love.

But I digress, I wander, I must get back to the start
I said the tension was mounting, like waiting for Richard to fart.
It had been a long day, one forty k, and every test had been passed
But as in any true championship, they save the toughest to last
There's Wellington now, the pub on the hill, we've found it in the dark
There is only one thing left to do, let's find a place to park.
A nervous voice floats out to us, skipper of the Amphibious
"This strong current will drag you by, and the wind's right up your arse."
"They'll work for us," says Richard, "To get us in that space."
I'll just nose her gently to your feet, and swing the stern in place."

There's a hush, we hold our breath, as we just clear the pontoon
Ding ding – one rev – ding ding. We'll all know very soon
Bow line out, make it fast, take up all the slack
We need to keep it very tight to hold us out at the back.
The stern is swinging, fast and free
If he hasn't got this right, we'll end up in that tree.
He'd nominated his shot, and played it exactly right
The tree stayed just three feet to port, we relaxed that windy night.

One more thing to be done – go tell 'em, up at the Wellington Inn
A message from the PS Industry – Tricky just dropped in.

Celebrating the ps Industry

Long weekend in October!!

This year will mark 25 years since the recommissioning of the
ps Industry as a Historic Passenger Vessel and 30 years since
the ps Industry was restored to full steam working order.

A celebration is being planned for the Long Weekend in

October to mark both these significant events.

WATCH THIS SPACE!

MAY 6TH, 1993—Written by Brent Morrell the following day, crossing Lake Alexandrina, as
a tribute to Richard "Tricky" Veenstra. He could make the Industry dance.

There was tension on the Industry, it had been a long hard day
The lights had come on at five a.m. That seemed so far away.
The first challenge was to find the wood that had been promised, to add to our store
Get to one seventy and you've gone too far. We'll start looking at one seven four
One seventy came and one seventy went, the only wood was snags
We'll keep going to the end of this reach, you can't trust those bottom end lags
We'll ask this bloke on the houseboat, he probably lives quite near
Says us to him, "Have you seen the wood?" Says him to us, "Its right here."
Well there trees and snags and the houseboat, the muddy bottom was quite near the top
"Shit," said the skipper, "How do I get in there? Ah well, I'll give it a shot."
With a to and a fro and half a false start, and the snag slipping perilously past
He backed up to the jetty with precision and lines to
the shore were made fast

We cleared a path, stowed our own wood below, and
then we ran out the plank
We'll form a chain, all hands to the wood, and load
half that stack on the bank.
What wood it was, what names it was called,
"Mongrel" is the worst I'll repeat
It was jagged and raw, with bull ants galore, to get this
on will be quite a feat.

Come on it did, the ladies rivalling the men. Hand over
hand and stacked neatly beneath
With each big mother dragged o'er the plank, chuckled Alf, "That's one for Keith."
"That's half," cried the skipper. "Time to move on." But one more trial, wouldn't it give you
the shits
Fisherman Pete, showing unusual strength, has yanked the outboard to bits
Versatile Richard leapt into the tinny, and with spanners and wire so thin
Fixed that motor in double quick time, before big John tipped him in.

"We're coming up to Mannum. Get the dinghy out you blokes
We need petrol, and most important of all, Graham is again out of smokes."
Says Doug, "I'll take the new chum, we'll stay right out in front.
No way will we be left behind, I just don't trust that punt"
Well, we went nowhere, but the skipper said, "No need to fuss,
If we can't go into Mannum, then Mannum shall come out to us."

Now listening to my story, you would think it was one long ordeal
Nothing could be further from the truth, this trip has been unreal.
The passing parade, the peace and the calm, it all seems just like a dream
And above all, the reason we're here; the beat of the paddles, and steam!

