

The Traverse Board

Newsletter of the Friends Of The Paul McGuire Maritime Library Inc

July 2012

Proudly Supporting the Paul McGuire Collection of The State Library of South Australia.

News From The Friends

PRESIDENT'S REPORT JULY 2012

Welcome to winter! But it's not too bad, really, as long as you can keep warm, we don't have much of a winter here. Mike and Gay Lewis may beg to differ, having just come back from Pacific cruising for a little while, and I hope you will all come to share in their adventures at our next meeting on the 23rd July, the venue being the Railway Hotel, Port Adelaide.

Our last two meetings were both of great interest, in March we enjoyed a visit to the Maritime Museum to view the exhibition "Titanic - the Voyage of the Century", with many artefacts, photographs, costumes and anecdotes relating to the loss of that great ship; this followed a very pleasant lunch at the Railway Hotel.

We had chance to see some of the treasures of the State Library for our May event, courtesy of Valerie Sitters, who showed us around the lower level of the building, all very modern since the big refit of a few years ago, now a great system of compactus storage.

Among the wonderful books down there we saw the little book "Thulia, a Tale of the Antarctic", which the Friends recently purchased for the McGuire collection at considerable expense.

Valerie is on the point of retiring from the Library, so we were fortunate in our timing, her knowledge of the world of books is outstanding and it was a joy to listen to her. Thank you, Valerie, and best wishes for your retirement.

Our ship, the *One and All*, is currently in No. 2 Dock for refit, I don't have any solid information on plans for the near future, but she is still here, at least.

I shall close this now, and urge you to come along on the 23rd to say hello to Mike and Gay.

Regards to you all, Julian.

Next Meeting

The July Meeting will feature travellers **Mike and Gay Lewis** regaling us with illustrated tales of their recent yachting adventures.

Date: Monday **July 23rd 2012**

Time: **8:00 pm**

Venue: **Railway Hotel, Port Adelaide.**

Cost: **Donation**

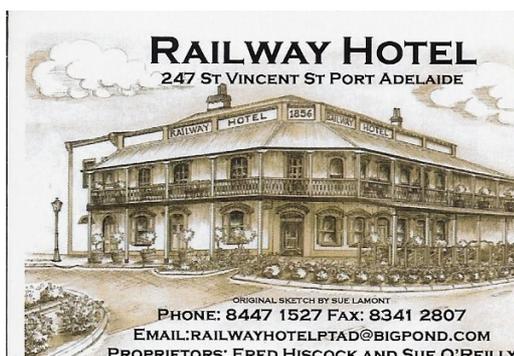


President Julian Murray presents *Thulia*, our most recent donation to the Paul McGuire Collection, to librarian Valerie Sitters.



Valerie holds members enthralled during our recent visit to the library.

The size of the storage area can be gauged from the length of the corridor behind the group.



The Traverse Board

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Goolwa - 27th May 2012



The work boat *Leo* at Goolwa, SA. On 27th May 2012. This spent most of its working life in the Northern Rivers area of New South Wales.

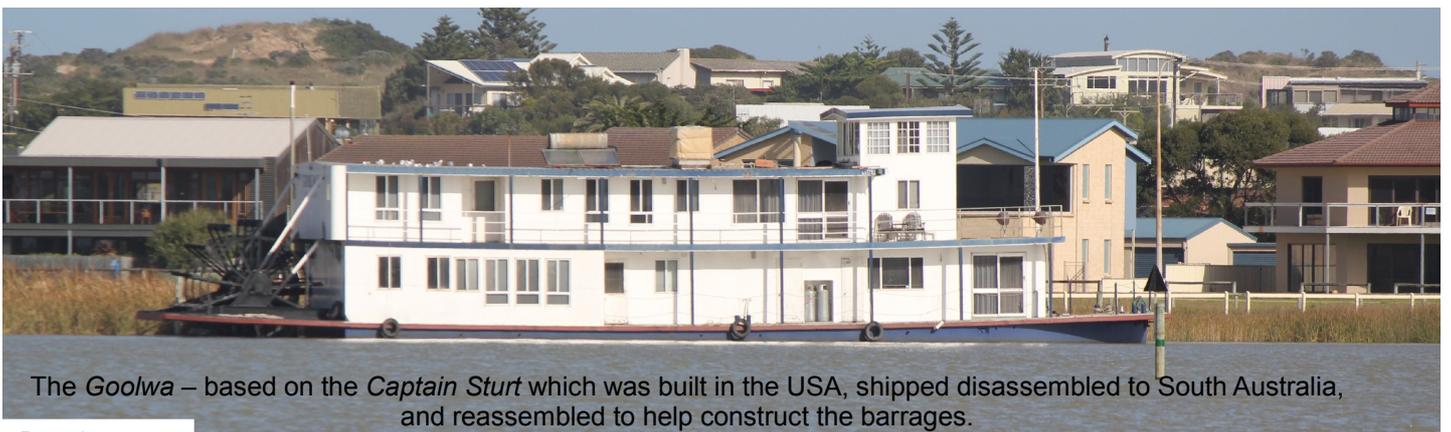


The *PS Oscar W*, was built by Charlie Wallin in Echuca in 1908. It was named after his son Oscar, who died in the First World War. It had a varied history, including working for the SA Highways Department from 1943 to 1959 servicing the ferries.



The *Oscar W* Engine Room

In 1985 it found itself in Goolwa under the care of the Alexandrina Council and attended to by *The Friends Of The Oscar W*.



The *Goolwa* – based on the *Captain Sturt* which was built in the USA, shipped disassembled to South Australia, and reassembled to help construct the barrages.

After Lunch Snooze



Three New Zealand Fur Seals rest about 25 metres off the Ozone Beach in Kingscote, Kangaroo Island and very near the Kingscote jetty.

The picture was taken around noon on the 19th June 2012.

The fur seals predate on the Fairy Penguin which are found in some numbers around the rocks at the Kingscote jetty and on the cliffs around to the Yacht Club at Little Brownlow.

There has been a call from some to cull the seals because of the alleged damage they are doing to the penguin numbers.

So far this has been resisted.

Another threat to the penguins is the occasional domestic dog attack on the colony. This can see many birds left dead or dying.

Cape to host world light event

05 Jul, 2012 11:37 AM

Cape Willoughby Lighthouse will host this year's International Lighthouse and Lightship weekend on August 18 and 19.

This is a worldwide event initiated in 1993 by amateur radio operators in Scotland who were looking for a way to promote their hobby, enjoy a weekend in a remote setting and shine a light on the need to restore and preserve lighthouses and lightships.

Seven amateur radio operators will travel to the island to set up and operate an amateur radio station at Cape Willoughby Lighthouse during this weekend when the Lighthouse will be open to members of the public.

The Islander



Funds for harbour expansion

KATE BILNEY

04 Jul, 2012 11:30 PM

A wave of investment and optimism is continuing across Eyre Peninsula with Regional Australia Minister Simon Crean announcing partnership funding for a \$12.1 million upgrade of Lucky Bay Harbour.

The harbour facility is currently being used by IronClad Mining to export iron ore.

The project will pose mining, connectivity and tourism benefits for the region.

Visiting Whyalla on Tuesday, Mr Crean announced the federal government's \$2.2 million grant through the Regional Development Australia Fund (RDAF).

Mr Crean said the grant would leverage a total of \$12.1 million in partnership investment as well as creating 230 new jobs.

"Our government is partnering with the private sector and the state government to upgrade the Lucky Bay Harbour and ensure this region maximises the benefits of the mining boom," Mr Crean said.

"The project has clear benefits for mining and tourism, with more efficient shipping channels for miners and improved ferry facilities for tourists and the community between Wallaroo and Lucky Bay.

Whyalla News



GRANTED: Minister for Regional Australia Simon Crean discussed the announcement of a \$2.2 million government grant to expand the Lucky Bay Harbour with IronClad Mining's operations manager Ian McRae.

Titanic to be Protected From Looters

Last Updated on Saturday, 19 May 2012 15:14

Written by John Young (Marine Correspondent)

The wreck of the passenger ship Titanic, 46,328grt, off the coast of Newfoundland is to be protected from looting by a special United Nations convention.

On Apr 10, 1912, the Titanic, of the White Star Line, Liverpool, sailed from Southampton with 2,228 passengers and crew on her maiden voyage to New York but on the late evening of Apr 14, the ship hit an iceberg and sank with the loss of 1,523 people. Just 705 survivors were picked up by the Cunard Line passenger ship Carpathia, 13,603grt.

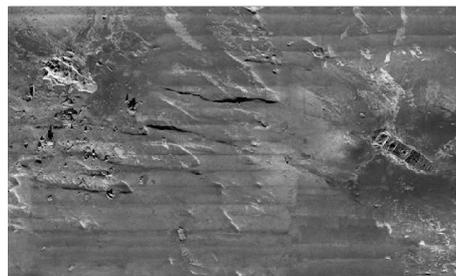
The actual position of the wreck of the Titanic remained a mystery until September, 1985, when an expedition led by Dr Robert G Ballard, of the Woods Hole Oceanographic Institution, of Woods Hole, Massachusetts, discovered it at 41.43N 49.56W.

Since then, the wreck has been visited by numerous people using special deep-diving mini-submarines and items have been removed from the wreck site, often going on display or being sold at auction.

Until now, the Titanic was not eligible for protection under the UNESCO Convention on the Protection of Underwater Cultural Heritage as the treaty only applies to remains submerged for at least 100 years. Apr 14 this year marked the 100th anniversary of the tragedy.

The UNESCO director-general Irina Bokova called on divers not to dump equipment or commemorative plaques on the Titanic site, which is located at a depth of 12,000ft off the coast of Newfoundland. Under the convention, no single state can claim the site because the wreck is in international waters. States only have jurisdiction over wrecks lying in their own waters and flying their flag.

<http://www.seabreezes.co.im>



Royal Review Spectacular Marks 175 Years

Last Updated on Tuesday, 26 June 2012 14:22

Written by John Young (Marine Correspondent)

All seven cruise ships of P&O Cruises will sail from Southampton on July 3 for a special Royal Fleet Review to mark the 175th anniversary of the granting of an Admiralty mail contract to what became the Peninsular & Oriental Steam Navigation Co.

The Princess Royal will join guests on the *Oriana*, 77,499gt, which was named by The Queen in 1995, and following a reception, the Princess Royal will join the Trinity House tender *Patricia*, 2,639gt, to conduct a review of the fleet in her capacity as Master of the Corporation of Trinity House.

Each of the seven ships will depart on a Grand Event cruise and passengers will enjoy a special deck party to see them off in style. They will leave their berths in Southampton and proceed down the Solent into Southampton Water. The fleet will then move into formation to pass the *Patricia* at Charlie Anchorage before they sail onwards to their various cruises.

P&O Cruises managing director Carol Marlow said: "This will be one of the most significant days in our history, as all our seven ships gather in their home port on the same day for the first time ever to celebrate 175 years of heritage. "Thousands of people are expected to line the shores to witness this historical occasion, joining over 15,000 passengers and 6,000 crew on board the seven ships. "I am sure that this magnificent Fleet Review will go down in British maritime history."

P&O Cruises, now part of the world's largest cruise ship group, the Carnival Corporation, of Miami, can trace its history back to around 1815 when Brodie McGhie Wilcox and a Mr Carreno set up a ship and insurance brokers in the City of London.

www.seabreezes.co.im



Oriana will host a special reception before sailing for the Fleet Review off Southampton

The flotilla heads for the North West Passage

9:05 PM Fri 6 Jul 2012 GMT

The flotilla of yachts which will attempt this year's North West Passage is heralded to be in for some clement weather as the forecast is for early melting. But there are no guarantees and it's still one of yachting's prime adventures.

While there is no call-up, and no register for the boats that will be attempting the passage, sailing from East to West and currently in Nuuk are the following vessels: Balcatraz - Canadian, Belzebug II - Swedish; Best Explorer - Italian; and Jonathan III - Dutch.

All eyes are on the ice distribution and degree of melt, and most skippers are contemplating making a wide arc above ice currently collecting in Baffin Bay.

Best Explorer: After a two-year preparation, Best Explorer - a 51 foot steel cutter that has extensive experience in Arctic navigation, skippered by Paolo Prieri, will attempt the passage. The course they will follow, as will most of the other boats, will skirt the island of Jan Mayen, Iceland, then go up the west coast of Greenland, entering the labyrinth of the archipelago of Nunavut in northern Canada, continue along the low coast of Alaska and then down across the Bering Strait to the Aleutian Islands in the Pacific. The actual journey through the Passage will take around 150 days.



The Italian crew believes they are the first Italians to attempt the route, and see it as a dream come true. 'We've worked years to design and develop this enterprise,' says skipper Nanni Aquarone. 'We are spurred by a passion for the sea, the desire to discover, sharing the excitement of this adventure. Our message is that even more ambitious goals are within reach of everyone.'

Belzebug II: Canadian Nicolas Peissel and Swede Edvin Buregren are also making final preparations to sail the Passage on their 31ft Hallberg-Rassy, the Belzebug II.

The two Canadians plan on going much further up the West Coast of Greenland to the highest latitude possible before turning south following the coast of Ellesmere Island. Instead of crossing Devon Island to the south by entering Lancaster Sound to reach Resolute which is the 'traditional route', they will attempt to pass Devon Island to the North through Jones Sound.



Belzebug II in warmer weather than they will experience this summer

Then they will join up with Norwegian Bay to meet Northumberland Sound to sail down to Resolute from where they will evaluate the ice charts.

If possible they will then continue along the Viscount Melville Sound and attempt to cross the McClure strait. (McClure Strait ice crushed the Investigator of the McClure Expedition of 1850-54. The ice trapped the Investigator forcing the crew to spend four winters in the Arctic.)

Belzebug II is a Monsun 31 built in Sweden by Hallberg- Rassy in 1976. The Monsun is a 31-foot GPR boat, designed by Olle Enderlein who claimed that 'beautiful boats are great sailors'. He designed it to be a sturdy long distance sailor that could double as a family cruiser.

Jonathan III: Jonathan III is an 14.95m centre-board expedition yacht which takes paying crew and specialises in high latitude sailing. They have been planning the voyage for some time as well.

The boat is built in alloy and specially designed and strengthened for sailing in Arctic waters. She has thicker hull plating and extra longitudinal frames 20 cm apart from 60 cm above to 60 cm below the waterline. There is a watertight compartment in the bow section, and has an average 7 cm foam insulation including below the floorboards.

Nordwind 1939: One of the yachts sailing west to east this year is the German-built 86ft composite yawl, Nordwind.

Sailed many thousands of miles already by professional skipper Alex Veccia, who will sail her through the Passage, she has been in Camden Harbor, Long Beach California for the last few weeks, preparing.

Nordwind has had an interesting history. Built by the German Navy, she was sent to participate in the 1939 Fastnet race in which she took line honors and established a new record that held for 24 years. It was finally broken in 1963.

Confiscated after World War II, in the late 70's, she was taken on as a project for restoration by Dutch naval architect Gerard Dijkstra. This was her first restoration, but since then, apart from her interior layout, Nordwind has been restored to her original plans and raced successfully.

Today Nordwind travels to remote corners on all oceans. In 2009/10 Nordwind has rounded Cape Horn and extensively traveled the Strait of Magellan, the Beagle Channel and the South coast of Chile

She might be an old boat, but she will have some excellent electronic aids to help her through the passage this year. She now has a FLIR system for ice detection, an up-to-the-minute radar system, all the electronics she will need, diesel heating and new satellite communications.

So the 'rush' is on as the word is out about the melting of the ice caps; but daring the icy conditions and capricious weather of the once-dreaded North West Passage is still no easy sail.

Bon Voyage to all!

by Sail-World Cruising round-up
Sail-world.com

Next Meeting

The July Meeting will feature travellers **Mike and Gay Lewis** regaling us with illustrated tales of their recent yachting adventures.

Members Mike and Gay set sail in early 2010 on their yacht *Expeditus* initially for the South Australian coast, but eventually to Tasmania, New Zealand, the south seas, and most recently the Federated States of Micronesia, and the Philippines in the north Pacific.

They are presently taking a break from their travels and would love to catch up with members and friends.

They plan to return to the Philippines shortly to rejoin their yacht for further adventures at sea.

Date: Monday **July 23rd 2012**

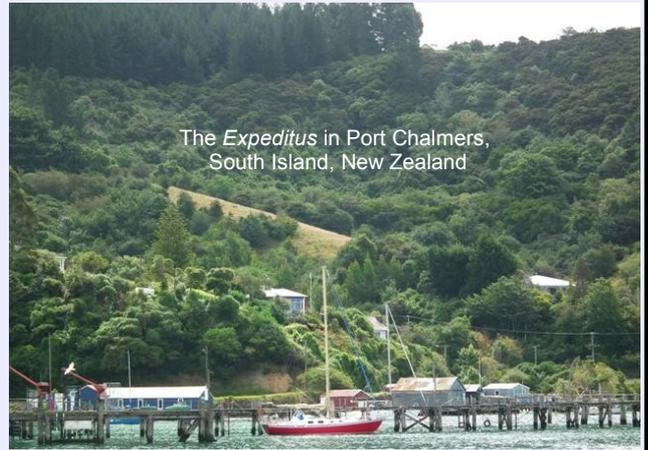
Time: **8:00 pm**

Venue: **Railway Hotel, Port Adelaide.**

Cost: **Donation**

Join us for dinner beforehand from 7:00pm.

Please book your place with the hotel on 8447 1527.



The *Expeditus* in Port Chalmers,
South Island, New Zealand



Mike and helpers,
Lamotrek Island,
Yap, Federated
States of
Micronesia.

Model Boats

A number of model boat enthusiasts meet for a sailing session every Tuesday morning at the recently upgraded Model Boat Pond in Bonython Park in the West Parklands opposite Coca Cola.



Pat Guilfoyle's Irish work boat *Bao MacSoillapoil* under way on the lake.

The style of vessel varies considerably between modellers, and even between different models in any one fleet.

The powered ship models are electrically or steam driven and there is a selection of sailing boats, either working boats like the ketch fleet or yachts.

Any one is welcome to come and view the sailings, and even take part – just turn up from 10:30 am onwards.



Pat tends to his vessel

