

# The Traverse Board

Newsletter of the Friends Of The Paul McGuire Maritime Library Inc

November 2012

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

## News From The Friends

My recent trip to New Zealand coincided with the 100th anniversary celebrations of the entry into service of the *TSS Earnslaw* on Lake Wakatipu in Otago in the South Island on 18th October 1912.

The *Earnslaw* continues to provide a daily excursion service from Queenstown.

Accordingly this edition is devoted almost entirely to those events and a brief story of the *Earnslaw*.

There are a few other scenes from New Zealand as well to whet your appetites.

More detail on the *Earnslaw* centenary can be found online at <http://www.tssearnslaw.co.nz/>.

Neil Waller, Editor



Breeze – New Zealand Maritime Museum



William C Dalby Viaduct Harbour, Auckland



The Interislander ferry *Aratere* leaving Picton in the early evening on 15th October 2012.

The ship had a new 30 metre section inserted amidships in Singapore in 2011 to enable KiwiRail, its owners, to carry more freight, particularly by rail, across Cook Strait.

See

<http://www.kiwirail.co.nz/projects/major-projects/improved-aratere-ferry.html> for more details.

### Next Meeting

Our next meeting is scheduled to be the AGM in late January or early February next year. Details will be in the January *Traverse Board*.

Friends are thanked for their continuing support.

The committee wishes all the compliments of the season.

### The ship's back in business!

On Saturday 27<sup>th</sup> October the Friends of the One and All took the ship out for a crew training day to induct those that hadn't sailed for six months or more.



They practised climbing, helming, line handling, and were shown the key safety features of the ship.

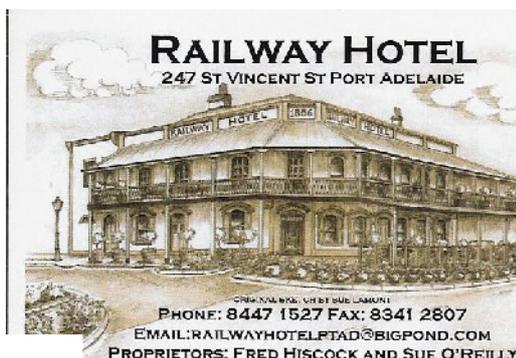
On Saturday, 3 November, the One and All headed out to the Royal SA Yacht Squadron to be the official reviewing boat for their Opening Day.

In early December, the ship will be taking a group of Australian Maritime Fisheries Academy-sponsored secondary students on a five-day voyage. We're still looking for crew to help out on this voyage.

The ship is planning on sailing to Port Lincoln at the end of January for the Tunarama Festival, the Australian Wooden Boat Festival in Hobart in February, and the International Fleet Review in Sydney in October, so there's lots to look forward to.

If you're interested in getting involved with the ship again, please contact Gil Hollamby, the volunteer coordinator, at [gil.hollamby@bigpond.com](mailto:gil.hollamby@bigpond.com).

Stan Nowakowski via Facebook



### The Traverse Board

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## The TSS Earnslaw Turns 100



Captain Lisa McIlroy explaining the ship's workings to a passenger.



The Earnslaw's slip at Frankton. The ship comes out of the water for survey about 7 weeks every two years. The company also takes the opportunity to carry out general maintenance and improvements.



## The TSS Earnslaw Turns 100

The TSS Earnslaw has spent all of its long life on Lake Wakatipu, New Zealand's third largest lake, in the South Island.



It was built for the New Zealand Government Railways by McGregor and Company, Dunedin adjacent to the railway yards opposite the Dunedin Railway Station.

It was laid down in July 1911 and, when it was finished, it was disassembled and taken by train to Kingston at the southern end of Lake Wakatipu where it was reassembled and launched in February 1912 to enter service on 18th October 1912.

The New Zealand Railways used her and three other ships, the paddle steamers *Antrim* and *Mountaineer* and the steamer *Ben Lomond* in services from Kingston to Queenstown, and from there to other points around the lake carrying not only passengers but also produce including wool and sheep.

By 1968 the railways had no further use for it and its future looked bleak until it passed into the hands of Fiordland Travel (now Real Journeys).

That company completely restored the vessel in 1984 and it continues providing a daily service on the lake today.

The ship works fourteen hour days in the summer months and cruises for eleven months of the year, despite being over 99 years old. Visitors to the region can undertake a 1.5 hour cruise on board the TSS Earnslaw and view the workings of the steam engine and stokers.

Each year, the TSS Earnslaw undergoes an annual survey - typically from late May to early June - with every second year being taken out of the lake.

Each of the Earnslaw's screws is turned by a drive-shaft driven by a triple-expansion steam engine. Passengers have access to a walkway in the engine room, where they can observe the operation of the engines during the cruise. The Earnslaw is the oldest commercial coal-fired steamship in the southern hemisphere.

A ceremony was held at the magnificent Dunedin Railway Station on 18th October 2012 to make the centenary of the Earnslaw and the launch of the Steam Festival, a celebration of steam.

It was quite well attended despite the rather bleak weather.

The Mayor of the City Of Dunedin, Dave Cull, unveiled an information plaque about the ship.

It is to be mounted on the pedestrian over-bridge at the station.

At Queenstown a number of events were arranged to celebrate. These included a rare trip to Kingston at the southern end of Lake Wakatipu on the 18th October to re-enact her first trips and many trips over the New Zealand Labour Day weekend including to the stations up the lake that have traditionally relied on the Earnslaw and her sisters to carry produce out and supplies in.

One of the was a breakfast charter to the Frankton Arm of the lake carrying 100 members of the Mainline Steam Heritage Trust Rail Tour of New Zealand. Many were drawn like bees to a honey-pot by the Earnslaw's 2 locomotive type boilers and two triple expansion steam engines.

Captain Lisa McIlroy was excited to have so many steam enthusiasts aboard, and gave a most informative commentary.



Dunedin Mayor Dave Cull holds the Earnslaw information plaque.



## The TSS Earnslaw Turns 100

### Technical Specs

Type: Siemens Martin Steel hulled twin screw steamer with Kauri decking

Naval Architect: Hugh McRae of the New Zealand Government Railways Department, Dunedin

Builders: John McGregor and Company Ltd., Dunedin.

Displacement: 329.55 gross registered tons, 155.43 net

Registered Length: 165 feet, 7 inches or 50.47 metres.

Length overall: 168 feet 51.2 metres.

Beam: 24 feet or 7.315 metres

Depth: 9 feet, 6 inches.

Draught: 6.6 feet.

Propulsion: Twin coal fired triple expansion, jet condensing vertical marine engines producing 500 horsepower at 145 r.p.m.; cylinder diameters, 13 inches (high pressure), 22 inches (intermediate), 34 inches (low pressure); cylinder stroke, 18 inches

Boilers: Two locomotive-type boilers with double safety valves; grate area, 48 sq. ft.; heating surfaces, 198 sq. ft. (firebox), 1,420 sq. ft. (tubes); working pressure, 180 lb. per sq. in. (reduced to 160 lb. in 1961); steam steering.

Speed (1912): 13 knots normal, 16 knots under forced draught 19 knots maximum.

Average cruising speed: 12 knots (120 rpm at 160 lb. psi).

Bunker capacity: Initially 12 tons, later expanded to 14 tons.

Coal consumption at cruising speed: One tonne per hour.

Passenger capacity (1912): maximum, 1,035; cargo capacity, 100 tons (or 1,500 sheep, or 200 bales of wool, or 70 head of cattle).

Ship's company : 11

Port of registry: Dunedin.

Livery: The 36 feet high funnel, originally Buff, was repainted Red with a Black top in July 1959, as the former light colour soon became smoke-stained. The colour was changed again in June 1962 to light Stone with a Black cap, to conform to the livery adopted for the new Wellington-Picton ferry *Aramoana*; monograms were added with the letters NZR in Yellow on a Green background on both sides of the funnel.



The *Sea Princess* arrives in Auckland Harbour at dawn on Thursday 11th October 2012.



The Wellington Waterfront at dusk.

### The *One and All*: Correction:

The Friends of the *One And All* have taken the *One And All* under their wing rather than the One And All Youth Development Foundation as reported in the last *Traverse Board*.

You will have already seen the good news on the front page of this *Traverse Board*.

We wish the ship well in the future!