

# The Traverse Board

Newsletter of the Friends Of The Paul McGuire Maritime Library Inc

July 2013

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

## News From The Friends

### Bronwyn Halliday



It is with sadness we report the death of former State Library Director Bronwyn Halliday.

Bronwyn died at the Mary Potter hospice on 14<sup>th</sup> June 2013 at the all too young age of 55 after a period of illness.

Her funeral service was held at the premises of Berry Funeral Directors on Magill Road Norwood on Friday 21<sup>st</sup> June and was attended by family from afar as Halifax, Nova Scotia and important guests including former Arts Minister Diana Laidlaw who addressed the large crowd of mourners and the Premier Jay Weatherill, and former governor Sir Eric Neal.

The service was conducted by Ms Sue Caldwell.

A summary of her contribution to South Australia prepared for her funeral service appears on page 2.

### Next Meeting

Flinders University's Dr James Hunter will speak on his current research project, which is to document remnants of the South Australian colonial warship HMCS Protector with 3D laser and structured-light scanning technologies.

Date: Monday **July 22nd 2013**

Time: Dinner 7:00pm – meeting 8:00 pm

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

Cost: **Donation**

**Please book for dinner on 8447 1527.**

### PRESIDENT'S REPORT - JUNE 2013



Better throw another log on the fire, it's cold out there! So I hope you are all keeping warm, although there has been some pleasant sunny weather lately. This report will not be a long one, but I have heard that Mike and Gay Lewis are continuing to explore the Philippines by motor-bike, and I thought they were going cruising!

Back in May we welcomed Life Member Valmai Henkel to our meeting at the Railway Hotel, for an evening of reminiscing about the earlier activities of the

Friends, almost from day one. Valmai finds it hard to attend our Monday meetings because of her horse-caring duties at Sedan, so it was really good to catch up with her after a long break. It was a shame that some could not be there due to ill-health.

But there will soon be another opportunity for *us* to gather again, on Monday, July 22, to hear Dr. James Hunter of Flinders University talking about his research on HMCS Protector. This should be very interesting, so please come along and make him welcome, and remember, we always have a pleasant evening to boot.

I must congratulate Neil on his always-interesting content of the Traverse Board, we would be a lot worse off without his efforts.

I'll close this now, and look forward to seeing you all soon. Stay warm!

Julian

THE RAILWAY HOTEL, PORT ADELAIDE  
ESTABLISHED 1856



ORIGINAL SKETCH BY SUE LAMONT

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### The Traverse Board

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**Bronwyn Kaye Halliday DBA, MBA, MEd,  
BA, FAICD**

*4/9/1957 - 14/6/2013*



Born to loving parents Don and Maxine at Henley Beach Community Hospital on 4 September 1957, with her sister Catherine, as children of a regional bank manager, her childhood was spent in Adelaide, Quorn and Barmera, graduating from Plympton High school, coming second in the State in Classical Studies.

From 1978 to 1984, Bronwyn worked at SABSA, Communities, Families and Education, while completing her Bachelor of Arts at the University of Adelaide, and was also a keen debater and netball player. From 1985 to 1987 she studied for her Masters of Education, then took her life savings and bought a one-way ticket to the United States to complete an MBA at Georgetown University, Washington DC in 1990. Bronwyn then opened a 24-hour bookshop, gallery and artspace, on Pennsylvania Avenue, Washington, opposite the White House.

Returning to Australia in 1992, she became a sought-after management consultant with Ernst & Young, working for five years as National Director Continual Improvement, and Director Change Management. Also, from 1992 Bronwyn was an Adjunct Lecturer at the International Graduate School of Management at the University of South Australia, teaching in Adelaide, Hong Kong and Singapore. In 1997 she started her own consulting business, Bronwyn Halliday and Associates, and was soon an in-demand consultant to government departments, statutory authorities and many major South Australian companies, such as Orlando Wyndham.

Appointed Director of the State Library of South Australia in 2000, over the next 4 years Bronwyn delivered the iconic and awarded \$41.2m redevelopment of the State Library, on budget and on time, and was one of the driving forces behind the redevelopment of North Terrace. In 2004 she left the library to take up the position of Executive Director of Planning SA. Over the next four years her many achievements included a crucial role in the development of SA's internationally-acclaimed Southern Ocean Lodge on Kangaroo Island. In 2007, Bronwyn completed a doctorate in Business at the University of South Australia.

In 2008 she returned to her own consulting business and worked on projects for the South Australian Government, Adelaide City Council, Wine Australia, and numerous other organisations.

Throughout her career, Bronwyn contributed as a board member of many institutions such as Flinders University, National Pharmacies, the State Theatre Company of South Australia, Minda Incorporated, St Anne's College, the State Supply Board, the SA Housing Trust, and Carrick Hill, and was the chairperson for both the South Australian History Trust and KESAB. She inspired other women, young and old.

Married in 1998 to loving husband Simon, the family soon included several much-loved barking furry quadrupeds. Bronwyn loved to see, help, mentor and support her six loving and appreciative nephews and nieces. A lifelong ABBA and Carpenters fan (and secret purchaser of Il Divo CDs) Bronwyn was a voracious reader, and knitter of quirky tea cosies. Her favorite place was at the family cottage in Mintaro, Clare Valley, with her loving family, and a glass of Riesling in hand.

*"The world has lost an intelligent, beautiful and strong woman who inspired all who knew her with the energy, passion, compassion, and commitment she brought to everything she did"*

### **Traverse Board**

*A suggestion to give a name to our newsletter, together with a suggested name, TRAVERSE BOARD, has been put forward by a reader.*

*A traverse board was used to record a ship's progress, both in distance and direction.*

*It is suggested our newsletter will be our traverse board, recording our progress and the way we are heading.*

The Newsletter of the Friends Of The Paul McGuire Maritime Library, October 1982



A replica of an Italian Traverse Board made in the 1640's. It is made from mahogany. All carving was done by hand. The original was painted, so very thin coats of paint were laid on to simulate wearing through usage.

Photography by D. T. Treadwell. - [http://home.comcast.net/~saville/traverse\\_board.htm](http://home.comcast.net/~saville/traverse_board.htm)

## Royal Caribbean: More bad publicity

Thursday, 27 June 2013 14:48

Royal Caribbean International is now in the unwelcome position of having a public relations problem, in the wake of Carnival's difficulties. On 27 May, three days into a seven-day cruise from Baltimore, a fire broke out on the aft mooring deck on Grandeur of the Seas, causing damage to the stern.

At about 0230 the alarm was sounded, calling passengers to their muster stations, where they spent four hours while the ship's crew extinguished the fire. Grandeur sailed to Freeport in the Bahamas, where the cruise was terminated, and the passengers were flown back.

Initially, the following cruise was cancelled, but once the damage had been assessed it was decided that the ship would be out of action until her 12 July departure. She was moved to the Grand Bahama Shipyard for repairs, and at the time of writing the cause of the fire had not been disclosed.

<http://www.shipsmonthly.com/news/cruise/1018-more-bad-publicity>



Grandeur of the Seas out of action after a fire.

## Container ships: Off with the bulbous bows!

Denmark's Maersk Line, the world's largest container carrier, is removing the bulbous bows from a number of its container ships in a bid to cut fuel costs. Steffen Hartvig Nielsen, head of vessel optimisation at Maersk Maritime Technology, noted that the bows can weigh up to 140 tonnes and were originally fitted to 'even out' wave patterns created by a vessel's hull to reduce propulsion requirements.

'Large container vessels are typically designed for speeds of 25 knots, but with today's slow steaming the bulbous bows are often out of shape and thus generate high levels of resistance,' he observed. He added that 'individual business cases' are being developed for each Maersk vessel class by monitoring historic sailing pattern data to examine whether a replacement makes economic sense.

In some cases it does. China's Qingdao Beihai Shipbuilding Heavy Industries has already started removing the bows on several Maersk vessels, with the process taking about 12 days and expected to create fuel savings of between one and two per cent. 'With overall fuel consumption costing more than \$7 billion across the shipping businesses, even a one per cent reduction makes a huge contribution,' Nielsen noted. Maersk also plans a number of other cost-cutting measures, including the cutting out of turbochargers when they are not needed. JS

<http://www.shipsmonthly.com/news/cargo/924-off-with-the-bulbous-bows>



Designed for 25 knots and cheap fuel, many of Maersk Line's container ships are to lose their bulbous bows as slow steaming is adopted and hull wave patterns change. Photo: Maersk Line

## Not just the Collins class.

So you thought the Australian navy had its problems with the Collins class? Well in Spain, after spending nearly one-third of a \$3 billion budget to build four of the world's most advanced submarines, the project's engineers have run into a problem: the submarines are so heavy that they would sink to the bottom of the ocean.

The Quartz website reports:

"Miscalculations by engineers at Navantia, the construction company contracted to build the S-80 submarine fleet, have produced submarines that are each as much as 100 tonnes (110 US tonnes) too heavy. The excess weight sounds paltry compared to the 2,000-plus tonnes (2,205 US tonnes) that each submarine weighs, but it's more than enough to send the submarines straight to the ocean's floor.

"Given the mistake, Spain is going to have to choose between two costly fixes:

- slimming the submarines down, or
- elongating them to compensate for the extra fat. All signs point to the latter, which will be anything but a breeze -- adding length will still require redesigning the entire vessel.

And more money on top of the \$680 million already spent."



## The Port's Tug



*Yelta* is a key part of South Australia's industrial heritage, the last working steam tug in the State. In keeping *Yelta* steaming the volunteer crew preserve rare trades and offer passengers a glimpse of the power behind the industrial revolution.

*Yelta* was built in 1949 by Sydney's Cockatoo Docks and Engineering Company for Ritch and Smith which was a subsidiary of the Adelaide Steamship Company. *Yelta* towed ships in and out of Port Adelaide until 1976 when it was retired and purchased by the Port Adelaide branch of the National Trust. Sadly, *Yelta* was berthed outside the CSR Refinery at the Sugar Wharf and left unattended with little maintenance for nearly a decade. Put up for sale again, the SA Maritime Museum made a bid for the historic vessel and, in 1985, added the tug to their collection.

Volunteers were asked for to help restore *Yelta* to its former glory. After extensive restoration and refitting, including preparing the vessel to modern safety standards, *Yelta* was relaunched. Currently *Yelta* steams the Port River several times a year, allowing passengers to experience a piece of Port Adelaide's history, the Port River itself, and life onboard the vessel.

After 27 years in the Maritime Museum's collection, *Yelta* still holds many secrets. In an attempt to broaden our knowledge of the vessel, I investigated some questions that were often-asked but still unanswered and untangled some facts that were confused by newspaper articles and photographs. One of my key goals was to resolve details of the colour scheme and the historical presentation of the vessel so the Museum could review its conservation plan for the vessel. I also wanted to paint a richer picture of the general life of the tug and its crew. I researched slipping reports, requisition reports, monthly maintenance reports, museum documentation and log books, in addition to newspaper articles and photographs. I interviewed two former crew members to find a personalised view of the tug and its working life.

Through this research, I produced a timeline of events in the life of the tug and changes to its configuration and presentation. From 1948 to 1953 *Yelta* featured in newspapers across Australia, linked with the movement of many vessels in and around Port Adelaide. Slipping and requisition reports follow, from 1956, providing details on maintenance and changes made to the vessel. Critically, these reports detail the tug's colour schemes through its working life: red below the waterline, black hull above the waterline, green or red decks, and white deck structures. Two major changes to deck construction occurred in the mid-to-late 1960s. *Yelta*'s wheelhouse was overhauled in 1964, downsizing the cabin and adding starboard and portside entrances. Furthermore, in 1967, the entrance to the crew's accommodation was changed from a hatch to a deckhouse. These two major changes assisted in the approximate dating of photographs held by the museum.



Cassandra Morris aboard the *Yelta*.

Blog post submitted by **Cassandra Morris**. Cassandra completed the *Yelta* project as part of the Flinders University Industry Placement Program at the SA Maritime Museum (June-August 2012).

SA Maritime Museum: <http://maritime.historysa.com.au/collections/blogs/ports-tug>



Australian Sealions, Seal Bay Kangaroo Island



Dolphins off Outer Harbor.

## Fish and dolphin deaths explained

Minister Gail Gago

Minister for Agriculture, Food and Fisheries; Minister for Forests; Minister for Regional Development

### News Release

Saturday, 1 June 2013

An extensive, multi-agency investigation has confirmed that the spate of fish and dolphin deaths around South Australia in March/April was caused by a combination of high water temperatures, algal blooms and dolphin Morbillivirus.

Minister for Agriculture, Food and Fisheries Gail Gago today released the final report compiled by the multi-agency government team investigating the spate of fish deaths in March and April of this year and dolphin deaths over the same period.

The team comprised members from Primary Industries and Regions South Australia (PIRSA), the Department of Environment, Water and Natural Resources (DEWNR), SA Water and the Environment Protection Authority (EPA).

The report concluded:

- Pathology observations in fish showed high water temperature and harmful algae as the primary cause, which led to some weaker fish becoming susceptible to lethal bacterial infection.
- Morbillivirus was the underlying cause of the death of the dolphins – in some cases it was the primary cause of death.

Ms Gago said no single water quality or pollution point source was found responsible for such a geographically extensive series of events.

“The EPA categorically ruled out any link to the desalination plant following an extensive review of monitoring data,” Ms Gago said.

“During the first part of March, higher water temperatures were detected across both Spencer and St Vincent gulfs and much of the ocean waters, as far west as Fowlers Bay and reaching east to Bass Strait.

“A strong upwelling event of deeper, colder waters in early March helped start the growth of a range of micro-algae including blue green algae and a spiny diatom *Chaetoceros coarctatus* which has been known to be harmful to fish species. Ongoing warm weather supported the growth of micro-algae.

“Weather conditions changed around 20 March with strong winds blowing surface waters to the east and impacting along the metropolitan coast of Adelaide.

“Water samples collected along the Adelaide metropolitan coastline during the fish deaths event confirmed the presence of this spiny diatom. The barbs lodged in the gills of fish leading to inflammation and eventual death.”

Ms Gago said the majority of fish affected were small-bodied, bottom-dwelling species, with leatherjackets the most numerous reported.

“The fact that small-bodied fish were mainly affected, their abnormal behaviour and inflamed gills during the fish kill, are consistent with the effects of harmful algae,” Ms Gago said.

“Fish pathology results also were consistent with the high water temperatures and harmful algae.”

Regarding the dolphin deaths Minister Gago said the report found that:

‘It can be stated with confidence that six Indo-Pacific Bottlenose Dolphins died following an outbreak of dolphin Morbillivirus, with secondary infections such as fungal and parasite infestations (due to compromised immune systems, probably caused by the Morbillivirus) also implicated. Similarities in post-mortem observations for a larger number of animals (where tests are still pending) indicate that further positive results for dolphin Morbillivirus can be expected.’

Dolphin Morbillivirus is one of a group of viruses which includes the viruses that cause measles in humans, distemper in dogs and rinderpest in ruminants.

“It was the conclusion of the investigation that the Morbillivirus caused the immune suppression which allowed the fungal and parasite infections to thrive,” Ms Gago said.

“Stomach contents of dolphins were analysed by the Cawthron Institute in New Zealand, which is a world leader in algal toxicity, and no algal toxins were detected.

“In all cases, the Morbillivirus was the underlying cause of death and in some cases it was the primary cause of death.

“The prevalence of young animals that died is not surprising, as the very young (and the very old) are generally more susceptible to infection by a wide variety of pathogens.”

## Sea Lions facing extinction due to shark fishery



The Conservation Council of South Australia (CCSA) is calling for the immediate end to the practice of gill netting in Australian sea lion habitat. A small shark fishery targeting gummy sharks (sold as flake in fish and chip shops) is using gill nets, a type of net known to drown sea lions. CCSA is alarmed at the continuing risk to which sea lions are being exposed.

A 2010 report calculated 374 sea lions are killed by the shark fishery every breeding season.

Sea lions are drowning in unsustainable numbers putting 40% of colonies at risk of extinction. The report by SARDI (South Australian Research and Development Institute) states bycatch of female Australian Sea Lions must be reduced to 'zero or close to zero' to adequately protect the species over its entire habitat. The report found that additional losses of 1-2 female sea lions per year could result in up to 40% of colonies becoming extinct.

This fishery has been on notice since 2006 regarding sea lion mortalities and CCSA is alarmed that the latest management approach fails to adequately respond to the risk posed by this type of net to sea lions populations. The government department that manages this fishery, the Australian Fisheries Management Authority (AFMA) has failed in its legal and moral responsibility to protect Australian sea lions from unsustainable bycatch.

South Australia is home to 85% of the total Australian sea lion population thought to only be around 10,000 animals. The Australian sea lion is a species unique to Australia and is classified by the IUCN as endangered, and as 'threatened' by the Australian Government. The Australian sea lion is an SA eco-tourism icon, with the colony at Seal Bay attracting over 100,000 tourists annually.

<http://www.conservation.sa.org.au/coast-and-marine-home/1108-sea-lions-facing-extinction-due-to-shark-fishery.html>

## Windjammers

### The Last Great Grain Races

The advent of steam left few trade routes for big sailing ships. The last windjammer fleet was owned by Gustaf Erikson of Finland. As late as the 1930s, Erikson purchased square-rigged ships and barques second-hand for the Australian grain trade.



The voyages from wheat ports on the Yorke Peninsula to Europe were celebrated around the world. In Britain, punters bet on which ship would make the fastest voyage of the year, coining the expression 'The Grain Races'.



Port Victoria today

The last and most famous race between barques Pamir and Passat left South Australia's Port Victoria in 1949. Public frenzy surrounded the voyage. Prospective crew members flew thousands of kilometres just to be considered and Pamir received 100 fan letters a day.

This is the story of the men and women who played a part in those last days of sail.

Windjammers opens at the SA Maritime Museum on 29 June 2013.



Pamir



Passat

## Kangaroo Island Seal Survey

South Australian Museum, 9 January 2013

The colonies of New Zealand Fur Seals off South Australia's Kangaroo Island are shining examples of successful mammal recovery.



New Zealand Fur Seal at the Kingscote Jetty

Since they were hunted in the early nineteenth century, the population has recovered and has been growing at around 10% each year for the last 24 years. So steady is the increase that these seals are actually being called a 'pest' by some industry groups and there is local debate about culling the animals.

Our marine mammal expert, Honorary Researcher Dr Peter Shaughnessy, has been consulted by the Kangaroo Island Natural Resources Management Board (NRMB) about ideas to control the populations.

Having studied seals for more than 40 years, Dr Shaughnessy is well-qualified to provide expert advice. This month, he will travel to Kangaroo Island with fellow scientists for an annual survey of fur seal numbers.

"There are two colonies – one at Cape Gantheaume and one at Cape du Couedic. When we began at Cape Gantheaume in 1989, there were 457 pups. There are now 10.7 times as many."

New Zealand Fur Seals are slightly different to Australian fur seals in colour, the sounds they make and the way they walk. Contrary to the name of the species, the New Zealand Fur Seal is native to Australia, not just New Zealand. In Australia it is found mainly in South Australia and Western Australia. Dr Shaughnessy says some people think they are an introduced species from New Zealand and therefore should be killed, but that is nonsense.

Kangaroo Island offers easy access for scientists as most seal hotspots are reasonably accessible. Sometimes they have to trek across rocky terrain to get to the populations, but it would not be as difficult as studying seal colonies in other places such as the Neptune Islands that are only accessible by boat.

"There have been two or three dips in the population increase since 1989," says Dr Shaughnessy. "The first one we associated with warmer sea surface temperatures south of Kangaroo Island, which meant less food for the mothers. They didn't die but they didn't produce any pups that year. However the following year they were back up to normal."

Scientists only count the new seal pups each year, as they are easily recognisable. Using a process called 'mark-recapture' the scientists catch the pups and cut part of the hair on their heads to mark them. The number marked is carefully recorded. The next step is to work out the proportion of pups marked, which they do by walking through the colony and recording numbers of marked and un-marked pups in samples. This procedure is more accurate than a direct count of pups, some of which sleep under rocks.



Dr Shaughnessy began the New Zealand fur seal surveys with the CSIRO before later transferring to the South Australian Museum.

"It's really interesting to document the recovery of a mammal species that was harvested. It's very good news for Australia because there are very few mammals that are increasing in numbers," he says.

"Without this study, people would just be guessing the size of the colonies."

Dr Shaughnessy says he was recently consulted by the SA Government as some people want permission to cull the animals.

"The tuna operators want to cull them because the New Zealand Fur Seals get into their nets. They want permission to kill animals they claim they can recognise. And we say, well how can you recognise them? And if you do kill them, three or four others are going to come and replace them quick smart. In addition, some people have applied for permission to shoot the seals on the Capes on Kangaroo Island."

Dr Shaughnessy advised the NRMB that culling would be a bad idea. He says after all, the population of New Zealand Fur Seals on Kangaroo Island will not keep multiplying forever.

"There will be limiting factors. Either they'll run out of space or they'll get to the limit of their food." Dr Shaughnessy believes that it'd be a waste of time trying to interfere, as the populations wouldn't change significantly unless enormous numbers were removed, not to mention the impact on the tourism industry.

[http://www.samuseum.sa.gov.au/index.php?option=com\\_content&Itemid=172&catid=177&id=468&view=article](http://www.samuseum.sa.gov.au/index.php?option=com_content&Itemid=172&catid=177&id=468&view=article)

### July Meeting – Dr James Hunter

James will speak on his current research project, which is to document remnants of the South Australian colonial warship HMCS Protector with 3D laser and structured-light scanning technologies.

James was one of the archaeologists tasked with excavating and documenting the American Civil War submarine H.L. Hunley between 2001 and 2008.

His presentation will also provide a brief overview of that submarine's history and ongoing effort to archaeologically investigate it.

Monday 22<sup>nd</sup> July 2013

Railway Hotel

8:00pm (7:00pm for dinner – book 8447 1527)

### September Meeting – The Windjammers

#### A Visit to the SA Maritime Museum's latest exhibition.

Join us for a relaxed lunch the Railway Hotel followed by a short stroll down Lipson Street to the SA Maritime Museum to view their Windjammers exhibition.

Sunday 22<sup>nd</sup> September 2013

Railway Hotel

12:00 noon – 12:30pm at the Railway Hotel,  
2:00pm for the museum visit.

Please book with the hotel for lunch: **8447 1527**

Photo # NH 999 Confederate submarine H.L. Hunley. Artwork by R.G. Skerrett

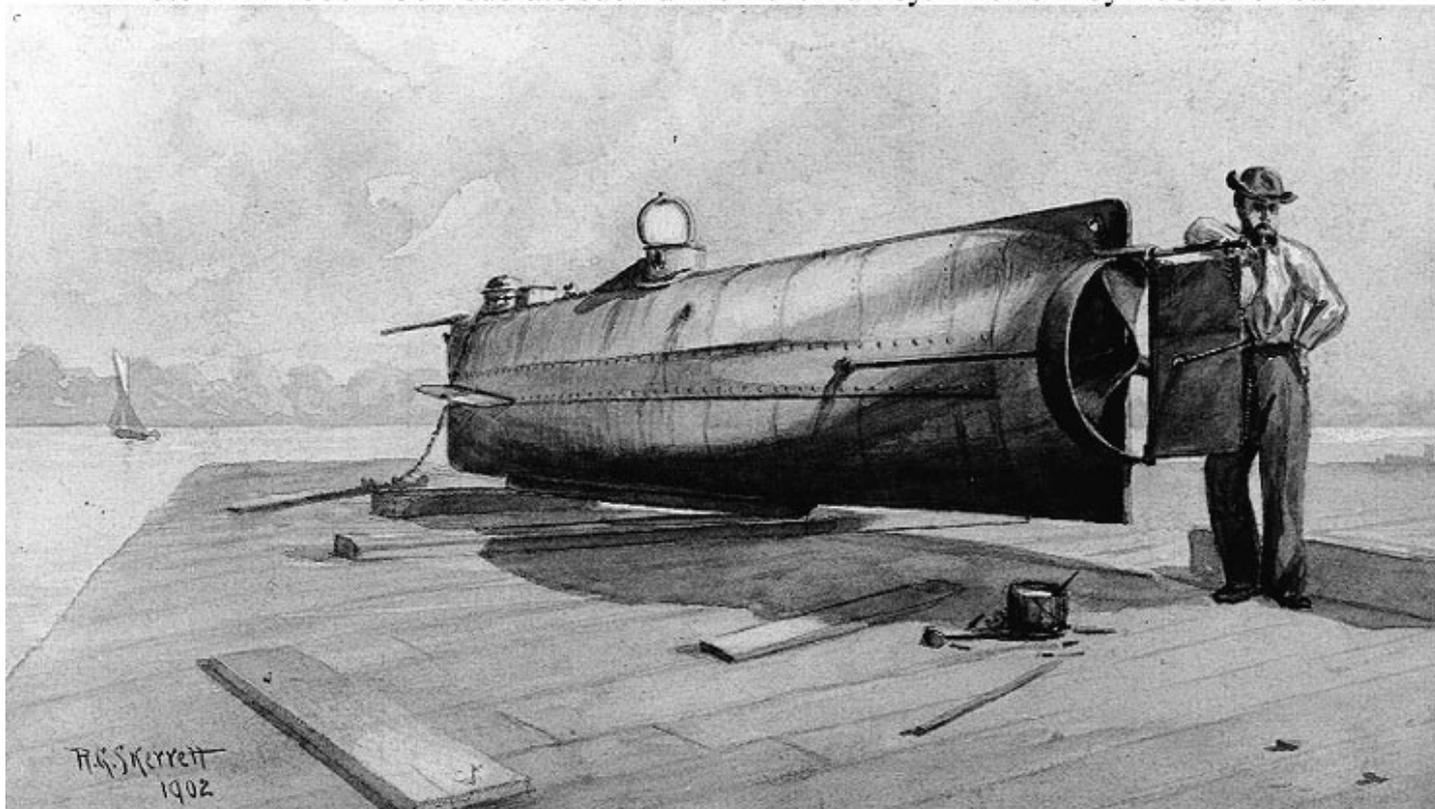


Image: <http://www.history.navy.mil/branches/org12-3.htm>

### A Celebration Of The Crafts Of The Age Of Sail.



The three Dutch vessels visiting Australia for the RAN Fleet Review, the bark *Europa*, three-masted schooner *Oosterschelde* and lugger *Tecla* will arrive on Wednesday 28 August and leave on Sunday 1 September.

They will berth in the Inner Harbor and there will be an open day from 11 am to 5 pm on Saturday 31 August when people will be able to board the ships.

They will be joined by the *Falje* and *One & All* to give five tall ships at McLaren Wharf.

As part of the open day the Maritime Museum will present a festival of maritime trades. They are inviting black smiths, sail makers, shipwrights, model maker, pattern makers to display their skills and talk to visitors about their trades.

The three ships are very keen to sell berths for their onward voyages to Melbourne, Hobart and Sydney.

People can learn more at [www.dutchtallships.com](http://www.dutchtallships.com).

Sunday sees the Dutch ships heading to Melbourne in the company of the *One And All*. They will be escorted out to the open sea by the *ST Yelta*.