

The Traverse Board

Newsletter of the Friends Of The Paul McGuire Maritime Library Inc

September 2013

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

News From The Friends

PRESIDENT'S REPORT - AUGUST 2013



Hooray, the warm weather is getting closer, and I hope you have all come through winter unscathed. We will endeavour to put on some interesting events for your enjoyment during the coming months, starting with a Sunday afternoon visit to the Maritime Museum following lunch at the Railway Hotel, the purpose being to view the exhibition covering the "grain races" from South Australian ports to Europe in the late forties. It is a good show, so please come along on September 22nd.

Our last gathering, in July, saw an interesting presentation by Dr. James Hunter from Flinders University on efforts to make a 3D scan of the remains of HMCS Protector where she lies at Heron Island. We also had the opportunity to meet James' wife Emily, who works at the Maritime Museum, altogether a great evening at the Railway.

It was a shame that the "One and All" could not secure enough passengers to make possible the voyage to Sydney to join other tall ships at the big Naval review coming up soon. However we will be represented by Friends member Mark Sinclair on his yacht "Starwave"; Mark and crew of Navy pals sailed out last Sunday heading for Melbourne, Hobart then Sydney, perhaps we can persuade him to tell us of his venture in due course.

The date for our annual dinner will be October 25th, once again at the Royal S.A. Yacht Squadron, so please put this date on your calendar for another delightful evening at this special venue.

Time to close this, so all the best to you all, see you on the 22nd!

Regards, Julian.

Next Meeting

The September Meeting will feature guided tour of the "Windjammers" exhibition and other exhibits at the South Australian Maritime Museum following lunch at the Railway Hotel.

Date: **SUNDAY September 22nd 2013**

Time: Lunch 12:30pm – Museum Visit: 2:00pm

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

Cost: **Donation**

Please book for lunch on 8447 1527.

The Dutch Tall Ships In Adelaide

3 Dutch tall ships visited Adelaide between 28th August and 1st September on their way to the RAN International Fleet Review in Sydney.

The ships, *Tecla*, *Europa* and *Oosterschelde* were greeted by a couple of hundred people on the McLaren Wharf when they arrived in Port Adelaide at 3:00 pm on Wednesday. They were joined on Thursday by the Lord Nelson.

The open day on Saturday was extremely popular, and a couple of thousand people gathered on the Sunday morning to see them off.

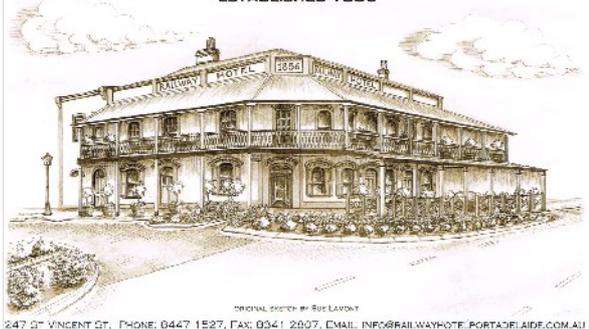
The Dutch ships left at 10:00am Sunday morning accompanied by the *One And All* which conducted an overnight sail to Kingscote and many yachts.

The ST *Yelta* was to have accompanied the ships to Outer Harbor but steering problems meant she had to abandon the chase at No. 29 Berth.



The barque *Europa*: left the Europa enters the Inner Basin at Port Adelaide and right she is seen leaving.

THE RAILWAY HOTEL, PORT ADELAIDE ESTABLISHED 1856



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The Tall Ships Visit



The *Oosterschelde* off Somerton.



The *Europa* off Somerton.



The *One And All* heads towards Semaphore to greet the *Oosterschelde* and *Europa*.



One and All leads *Europa* through the bridges watched by a Television Helicopter



Oosterschelde followed by the *Tecla*



Tecla



Europa

These pictures will give you some idea of the scenes off the coast and at Port Adelaide on Wednesday 28th August 2013 with the arrival of the 3 Dutch Tall Ships which set sail from Holland nearly 12 months ago on a circumnavigation of the world.



Lord Nelson, Yelta and Fallie



Oosterschelde



One and All



Europa



The Tall Ships Visit



The Archie Badenoch



The Europa's stern



The crowd on the wharf to farewell the ships.

From days past: reflections on Mrs Margaret McGuire

Let's Talk Of Interesting People

WIFE OF POET-NOVELIST.



MRS. PAUL MCGUIRE, wife of the poet and novelist whose "thrillers" are meeting with such success, does not have very much spare time left after helping her husband read the proofs of his books and doing the greater part of his secretarial work. At the same time she is an active member of the Catholic Women's League and a delegate from the Guild of Social Studies to the National Council of Women.

After their marriage Mr. and Mrs. McGuire spent several years in England, where their summer residence was a National Trust cottage more than 1000 years old, in Somerset. Before her marriage Mrs. McGuire was Miss Margaret Cheadle, and she worked in the Biochemistry Department at Adelaide University with the late Prof. Brailsford Robertson, studying diabetes, with particular attention to insulin. Mr. and Mrs. McGuire are now living in Adelaide.

Australian Women's Weekly, Saturday 19th May 1935

A WOMAN author and scientist, who represented Australia at the League of Nations in 1939, will leave soon to become Australia's ' official hostess in Dublin.

She is Mrs. Paul McGuire, of Adelaide, whose husband was recently appointed Australian Ambassador to Dublin.

Under the name of Francis Margaret McGuire, she has written "The Royal Australian Navy" at the request of j R.A.N. authorities, and 'The Tales of St. Imaginus."

In collaboration with her husband, with whom she has been working on a social history of the Australian people, she has also written "The Price of Admiralty," a copy of which was accepted by the late George VI, and a book on the Australian theatre. A graduate of the Adelaide University, Mrs. McGuire, has done research on insulin. Her writing career began in the early 30s, when she and her husband were living in Europe, and she did free-lance work for Australian newspapers.

Sydney Morning Herald Sunday 24th May 1953.



State Library of SA's Carolyn Spooner and Margaret McGuire at a State Library function in 1990.

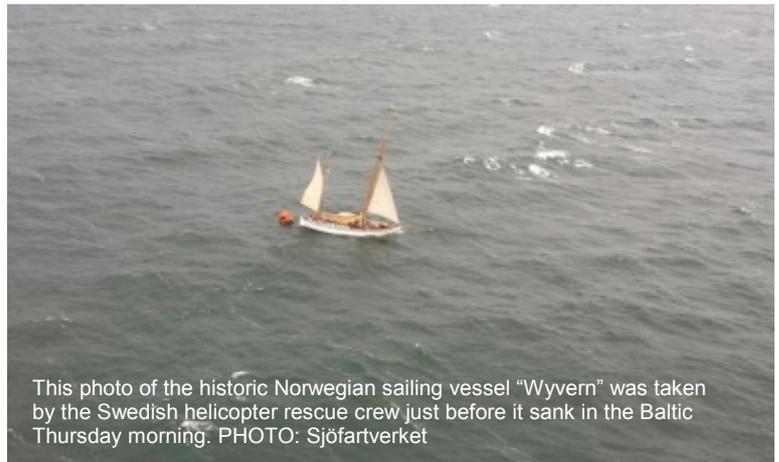
Historic vessel sinks off Sweden

NEWSinENGLISH.no July 11, 2013

Swedish maritime authorities reported Thursday morning that an historic Norwegian vessel home-ported in Stavanger had started taking in water and later sank in the Baltic Sea between the Swedish islands of Gotland and Öland. Its Norwegian crew was rescued but one person was reported missing and later presumed to have gone down with the ship.

The two-masted Wyvern, built as an exclusive 60-foot touring vessel in 1897, was sailing in this year's Tall Ships Races when it sent out an emergency call at 5:21am Thursday that it was taking in water with 10 persons on board.

Sweden's air and sea rescue service (Sjö och Flygräddningen) sent helicopters to the scene from both Visby and Ronneby as several merchant vessels in the area also diverted course to offer assistance. Five of the Wyvern's 10 crew members were winched up from the sinking vessel by 6:42am and all were eventually rescued by 8am and flown to Kalmar on Sweden's east coast. The vessel sank at 9:37am, according to the Swedish authorities.



The drama resumed, however, when rescue crews got word that three persons from the Dutch vessel Wylde Swan had voluntarily gone on board the Wyvern in an effort to pump out water and prevent it from sinking. Two of them were later plucked up by a rescue helicopter from the choppy waters in stormy conditions and flown to Visby but one remained missing. Emergency officials reported waves of three- to four meters and strong winds in the area.

The search continued for the third man, who was said to be wearing a life vest and survival suit, with both helicopters and other vessels were taking part in the rescue efforts. Emergency authorities called off the search at 12:36pm after it failed to yield any result and after witnesses said the man was bound to the vessel's rigging when it sunk. The stormy weather prevented divers from going down to the wreckage, which was believed to be lying at a depth of 50 meters. The rescue authorities then turned the case over to Swedish police.

The cause of the accident remained unclear and officials at the Stavanger Maritime Museum, which took over the vessel in 1984, said they couldn't understand how the accident could have occurred. It's a huge loss for the museum and the sailing enthusiasts who had fully restored the vessel.

"The vessel has been through much worse weather than this," Bitten Bakke, acting director of the museum told Norwegian Broadcasting (NRK). "And it was in very good technical condition, so we can't understand how this could have happened."

Long, 'round the world history



The 116-year-old "Wyvern" in all her glory, before sinking in the Baltic on Thursday. PHOTO: Stavanger Maritime Museum/MUST

The Wyvern has sailed in several national and international regattas over the years and has won in both its class and for overall performance in previous Tall Ships' Races, according to the Stavanger Maritime Museum's website (external link, in Norwegian). The vessel, designed by legendary boatbuilder Colin Archer of Larvik, was originally built at Porsgrund Baatbyggeri as a pleasure yacht for wealthy British timber dealer Frederick Croft who lived at Stathelle, on Norway's southern coast. He named it Wyvern after the mythological dragon that was featured on his family's shield.

The vessel was later sold to new owners in Kiel, Germany and renamed Tatjana until it was bought by editor Rolf Thommesen of the Norwegian newspaper Tidens Tegn. He renamed the vessel Havfruen (The Mermaid), and sailed her until the vessel was sold to new owners in Great Britain who lived on board and sailed for 27 years after World War II, crossing the Atlantic 12 times and sailing around the world in the late 1950s.

The vessel finally returned to Norway after being found in bad shape in Ibiza in 1978. A group of oil industry executives financed the boat's full restoration at speciality yards in Stord, Stavanger and Risør and the vessel was given as a gift to the Stavanger Maritime Museum in 1984, officially handed over by then-Crown Prince Harald. It since had crossed the North Sea several times and taken part in five Tall Ships' Races.

Views and News from Norway/Nina Berglund

The World's Fastest Ship - Incat High Speed Ferry Excels

06/18/2013

Australian ferry builder Incat Tasmania's world first high speed dual-fuel vehicle and passenger ferry is now officially fast with a lightship speed of 58.1 knots (107.6 kilometres an hour) and a thrill for the designers of the 99 metre high speed vessel Francisco (Incat hull 069).

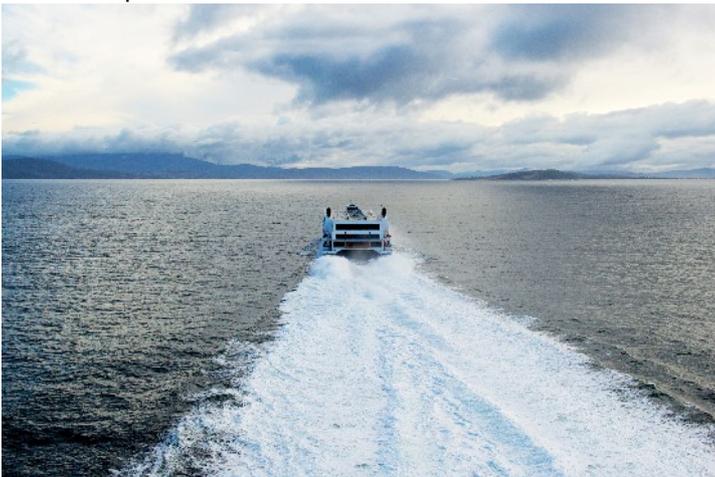
This is certainly the fastest ship in the world ... of course there's a few speed boats that could surpass 58 knots but nothing that could carry 1000 passengers and 150 cars, and with an enormous duty free shop on board.

Last week at 1516 tonne displacement trial she achieved 51.8 knots at 100% MCR operating with one turbine on LNG and one on marine distillate, exceeding the results achieved on 1st June when Francisco was sea trialled with full ballast comfortably exceeding 50 knots at full power and maintaining a steady 49 knots at 90 per cent power while operating on marine distillate.

On Saturday 15th June, with the water ballast removed, and with both Port and Starboard Gas Turbines operating on LNG; Francisco achieved 58.1 knots at 100% MCR.



The vessel's high speed can be attributed to the combination of Incat wave piercing catamaran design, the use of lightweight, strong marine grade aluminium, and the power produced by the two 22MW GE LM2500 gas turbines driving Wartsila LjX 1720 SR waterjets. The extensive and luxurious interior made significant increases to the weight of the interior fitout, however the Incat team worked diligently to maximise weight savings during construction wherever possible.



Francisco has been constructed for South American company Buquebus, for service on the River Plate, between Buenos Aires Argentina and Montevideo, Uruguay.

Incat is still not claiming 58.1 as the end point of lightship trials as there was a full load of LNG on board (two 40 cubic metre tanks) in addition to about 35 tonnes of marine distillate, with Incat Chairman Robert Clifford, saying "When we have less fuel on board, and delivery spares removed, we will see that speed go higher still in the shallow waters of the River Plate (Rio Plata). We are delighted with the efficiency of the design and sure that our customer, Buquebus, will be pleased with the results, enabling the ferry to compete with airline traffic on the River Plate route."

Buquebus Chairman Juan Carlos Lopez Mena recently announced that the vessel will be named Francisco, in honour of the Argentinean born Pope Francis. "Godmother" to the ship will be the President of Argentina, Christina Fernandez de Kirchner, who will christen Francisco following the ship's arrival in Argentina.

Francisco has capacity for 1,000 persons and 150 cars. A luxurious fit out has been incorporated, including a 1,100 square metre duty-free shop.

Buquebus has had a preference for Incat technology over a twenty year period and Francisco (hull 069) is the eighth Incat vessel to be operated by Buquebus and their associated companies. It will be the largest catamaran they have operated, the world's first dual fuel high speed ferry to operate on LNG as its primary fuel, and the fastest, environmentally cleanest, most efficient, high speed ferry in the world.

Incat's High Speed Record

The fastest previous vessel built by Incat was Juan Patricio, delivered also to Buquebus, with a top speed at 53.8 knots. Juan Patricio was delivered in 1996 and remains in commercial service.

Francisco is the fourth Incat built vessel with service speed over 50 knots.

The past three consecutive winners of the Hales Trophy, the Transatlantic Blue Riband record for commercial passenger ships, were all built by Incat. The average speed over the 3 day (unrefueled) voyage of Incat hull 049 was 41.284 knots.

Incat has built 25 High Speed Craft over 5000 gross tonnes with a top speed in excess of 45 knots.

www.incat.com.au

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 for a guided viewing of their Windjammers exhibition and other exhibits at the museum.

Sunday 22nd September 2013

Railway Hotel, SA Maritime Museum

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

Please book with the hotel for lunch: 8447 1527

Annual Dinner

Royal South Australian Yacht Squadron

Join us for our annual dinner; this year we return to the RSAYS Clubroom.

Friday 25th October 2013

6:30pm for 7:00pm

RSVP by 18th October:

Neil on 7127 4563, or Julian on 0414365 294

Tall Ships Event – Owen Sound, Ontario, Canada



Port Adelaide was not the only place to host a tall ships visit in August.

The weekend of 16th to 18th August 2013 saw a number of tall ships converge on the Canadian port of Owen Sound on Georgian Bay, part of the Great Lakes.

Owen Sound is one of 15 ports on the Tall Ships 1812 Tour. It is being held to commemorate the bicentennial of the War of 1812.

The 3 ships to visit Owen Sound were from left to right in the photos above: the USA registered *Pride of Baltimore II* and the Canadian registered *Playfair* from Toronto and *Liana's Ransom* from Nova Scotia. A fourth, the *Fair Jeanne* from Ottawa was forced to withdraw after a collision with a fishing vessel.

The tall ships proved so popular that 6,000 boarding passes and 1,000 excursion passes sold out before the gates even opened Friday morning for the three-day tour in Owen Sound.

Material from the Owen Sound Sun Times and the City Of Owen Sound.

Photos: Barbara Easthope