

The Traverse Board

Newsletter of the Friends Of The Paul McGuire Maritime Library Inc

July 2014

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

News From The Friends

From The President - JULY 2014

Winter is here, throw another log on the fire, and reach for a good book! Greetings once more, and I hope you are all surviving well — we do have the occasional sunny day, today is one them, and they make up for the stormy ones, I feel.

There is not a lot to tell this time around, but the welcoming day for the "City of Adelaide" was a big event, with pipes and drums, speeches and many stalls to check out, as well as the chance for a close look at our ship, Quite a day, altogether.



For our meeting in May we were fortunate enough to be entertained by Shipspotter Trevor Powell, with a great collection of photographs taken around the Port, also Port Pirie, of the many ships that have visited here over the years, plus the tugs assisting them. It was a great night, with much input from those present, such as former Harbourmaster David Kemp, Cape Horner Alf Jervis, to mention just two; I'm sure we could have kicked on for another hour at least, you should have been there. as they say. And once again the staff at the British looked after us very nicely.

There is a push to find if there are any further "retired" ships in the waters around the North Arm, and for our next meeting on the 28th July we will be addressed by Alex Moss of the Maritime Heritage Surveys group. They are using the latest in remote sensing technology to ascertain the presence of any wreckage not previously known about in that area. This should be most interesting, so please come along to the British Hotel for another enjoyable and informative evening.

I must close this now, so that Secretary Neil can work his magic to get the latest Traverse Board on its way to you. Stay warm!

Regards, Julian.

Next Meeting

The July Meeting will feature Alex Moss from Ship Shape Searchers on the suitability of using remote sensing applications to identify maritime archaeology – more details are on the back page.

Date: Monday **July 28th 2014**

Time: **8:00 pm**

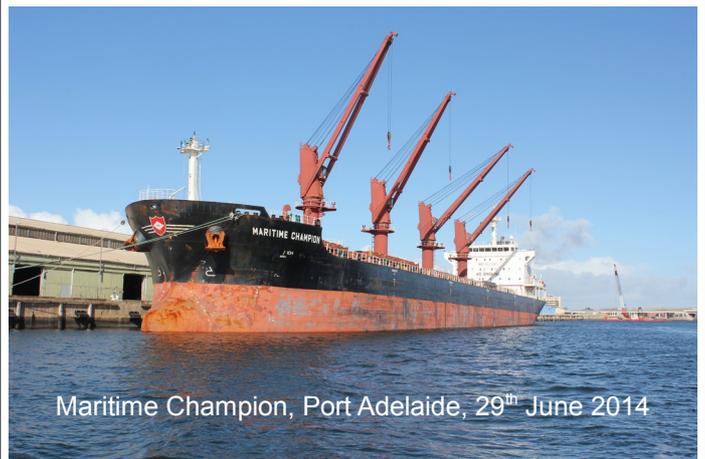
Venue: **British Hotel, Port Adelaide.**

Cost: **Donation**

Please book for dinner on 8240 2286.



The Oscar W at Goolwa on 2nd July 2014



Maritime Champion, Port Adelaide, 29th June 2014

The Traverse Board

Published by:

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THAILAND'S TURN? Why sea captains prefer piloting car carriers

Captain Zahedi tangled with pirates, now wrangles autos

Hans Greimel Automotive News | October 13, 2013 - 12:01 am EST -- UPDATED: 10/13/13 8:02 am ET

LAEM CHABANG, Thailand -- Every day, Captain Sharif Ahmed Zahedi peers from the bridge of the massive 12-deck, 57,455-ton Cassiopeia Leader and counts his blessings he's shipping cars.

In his previous incarnation, the 28-year sea veteran was catapulted into the vortex of a Somali pirate standoff straight from Captain Phillips, the new Tom Hanks action thriller.



Zahedi: "We go too fast, and we are up too high for the pirates."

Photo credit: HANS GREIMEL

In Zahedi's case, as in the movie, the crew of a cargo vessel from his shipping company was taken hostage by Somali buccaneers. It was Zahedi's job to get on the phone with the pirates each and every day to negotiate a ransom and release.

It took three months and 10 days, the crew sequestered in the cramped bridge the entire time with a bucket for a latrine, Zahedi said. The price of freedom: \$4 million in cash.

The shipping company had to pay a Hong Kong middleman \$265,000 just to make the payment, Zahedi recalls. The go-between wrapped the booty in plastic and plunked it from an airplane somewhere into the Indian Ocean at a pirate-specified coordinate.

"It took them a full day just to count it all," Zahedi said.

No pirate problems

But these days, there are no more pirate problems for Zahedi.

He now captains roll-on/roll-off ships, or car carriers, for Japan's NYK Line, one of the world's largest shipping companies and a leading international transporter of cars and trucks.

The secret to worry-free sailing, says Zahedi: Those gargantuan vehicle transports are too tough for would-be raiders to tackle.

"We go too fast, and we are up too high for the pirates," says Zahedi, 48, a Bangladeshi national, who has been a captain for eight years. Indeed, at 199.94 meters, the Cassiopeia Leader is in the largest class of car carriers operated by NYK.

When Zahedi sails through hot spots, such as the waters between the tip of India and the Suez Canal, his strategy is simple:

Max the throttle to 20 knots and don't stop for anything.

Sometimes they might join a convoy of other ships.

But even if pirates manage to catch the ship, car carriers are usually too high for them to contemplate boarding, he adds.

Oil tankers and container ships are rather low-slung craft, easy to breach with a grappling hook and rope ladder.

By contrast, the blue-and-white Cassiopeia Leader is 45 meters high -- about as tall as the Statue of Liberty, minus the stone pedestal. The colossal craft can carry 4,500 vehicles.

20 hours to load

In August, the hulking ship was at Thailand's Laem Chabang port southeast of Bangkok being loaded with Mitsubishi Mirage compacts bound for Japan and the United States. The ship is so big that loading takes 20 hours.

One of nearly 100 car carriers in NYK's fleet, it has a crew of 23 from India, Bangladesh, Thailand and the Philippines.

Teams of drivers pack the cars into the Cassiopeia's hold. With precision nerves they wheel them, side mirrors folded shut, engines revving and tires squealing, into tiny nooks only 10 centimeters door to door and 30 centimeters bumper to bumper. Then deckhands move in with lightning speed to tether the cars with four straps, each tested to a breaking point of 1.5 tons.

By mid-afternoon the day after arriving in port, the Cassiopeia embarked on the seven-day trip to Japan. It would take another 10 days for the cars to cross the Pacific to Long Beach, Calif.

... continued next page



One of nearly 100 car carriers in NYK's fleet, the Cassiopeia Leader is in the largest class operated by the shipping line, and has a crew of 23 from India, Bangladesh, Thailand and the Philippines.

Photo credit: HANS GREIMEL

Wreck of the Costa Concordia May be Refloated This Month

Last Updated on Monday, 02 June 2014 12:55

Written by John Young (Marine Correspondent) Seabreezes

In a progress report in mid-April on the salvage of the wreck of the former cruise ship Costa Concordia, the salvors say that if everything goes to plan, the wreck could be refloated by the end of this month.

The Costa Concordia, 114,137gt, capsized after she hit a rock on the Italian island of Giglio on Jan 13, 1912, with the loss of 32 people.

The next part of the project is the installation of the last 19 sponsons, 15 on the starboard side and four on the sea side, to reach the total of 30 needed for refloating the wreck. On Apr 20, a new crane barge arrived to help install the 19 sponsons. The Conquest MB1 is fitted with a rotating/luffing crane and associated automated heel/trim compensation system. The barge has accommodation for 60 people and is equipped to support the diving operations.

The salvors, the Titan Micoperi Consortium, have installed structures called bumpers that will create a regular surface for the alignment of the sponsons with the damaged areas on the starboard side. In addition, the braces installed on the starboard side to help protect the wreck during the winter storms have been removed to allow the positioning of the sponsons. The sponsons, outfitted with the electrical-pneumatic systems needed for the refloating phase, were being transferred from the Livorno Terminal to Marina di Carrara and would be taken to Giglio in the vertical position ready for installation.



The installation of the sponsons for refloating are progressing quickly at Giglio Island. With the installation of starboard sponson S18 (former S13 that had to be brought back for remediation to Genoa), the number of installed sponsons has reached 9 out of the total of 19 needed before refloating (15 on the starboard side, 4 on the port side to reach the total of 30).

<http://www.theparbucklingproject.com/>



The hulking car carrying cargo ships operated by shipping line NYK are so big that loading cars takes 20 hours.

Photo credit: HANS GREIMEL

Why sea captains prefer piloting car carriers (continued)

2009 attack

Despite Zahedi's bluster, car carriers are hardly unassailable.

Back in 2009, Somali pirates in speedboats fired on the Jasmine Ace, operated by Japan's Mitsui OSK Lines.

That car carrier accelerated and rolled out evasive zigzag maneuvers, eventually forcing the pirates to break off.

Yet that ship, at 13,038 tons with just 377 used cars on board, was much smaller and more vulnerable than the Cassiopeia.

A year later, though, pirates were more successful with the larger MV Asia Glory. That ship was reportedly on its way from South Korea to Saudi Arabia with more than 2,000 Hyundai and Kia cars when more resourceful marauders managed to hijack it.

They demanded a ransom of \$15 million and eventually released the ship, with its crew and cache of cars unharmed, months later for an undisclosed amount, Automotive Logistics reported.

No NYK vessel has ever been hijacked, be it car carrier or other ship, said Captain Masahiro Ochiai, vice president of NYK's Thailand operations. "I hope it stays that way," he said.

Many high seas cargo ships now hire armed guards to fend off pirates. NYK doesn't do that yet, but the company is considering beefed-up security in the future, Ochiai said.

In any event, Zahedi says he isn't worried. Pirates are in it for the quick money, and his floating fortress is no pushover.

Says Zahedi: "They like an easy target."

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Alternative Plan For Port

By Laura Cook Port Lincoln Times, June 12, 2014

EYRE Iron is considering a transshipment method for exporting iron ore from its proposed Koppio mine site.

The company's chief operating officer Steve Brown made a deputation to the Tumby Bay District Council on Tuesday outlining a revised proposal for its Port Spencer port with a much cheaper, shorter jetty that would allow for almost equivalent outputs.

He said the current plan for building a 500-metre jetty at a water depth of 20 metres would cost about \$250 million, be time consuming to build and require three large tugs to transfer the ore to the cape size ships.

He said this plan had challenges for several reasons, including the fact that no one else on Eyre Peninsula would have use for the three tugs.

He presented an alternative model, similar to one being used in Whyalla, that he said could be a cost effective alternative.

This model involves a transshipment vessel (TSV) being used to sail the iron ore to a cape size vessel moored about 1 kilometre off shore.

It would require a shorter jetty, 200 metres long, in a water depth of 10 metres, because the TSV could operate in as little as 5 metres of water.

This model would require \$140 million for capital to build, much less than the previously proposed model.

Mr Brown said loading the cape size vessel to e capacity would take three-and-a-half days using this method because it would take 15 trips.

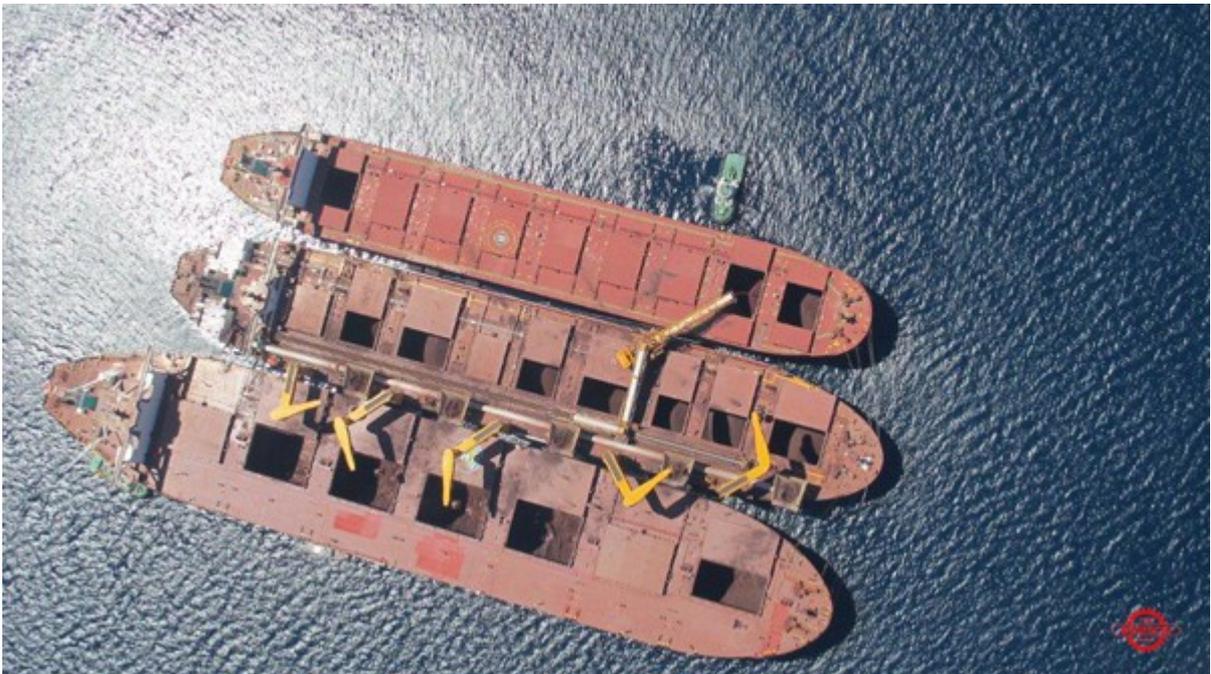
The other method would take only two days, but he said the extra time was outweighed by the cost savings and it would be possible to add extra TSVs in the future.

The annual output would initially be five million tonnes, starting with one TSV.

There would also be scope to use the TSV for grain, as it can be washed out, and Mr Brown said there had been preliminary discussions with Free Eyre about that possibility.

Mr Brown said it was difficult to give time frames because more drilling needed to be done to prove the mining resources were there, and exploration was currently being challenged by landowners "not keen on the drilling".

He said some of the concerned landowners would be involved in a preliminary hearing at the Environment, Resources and Development Court on June 17.



The Ore Fabrica lighters the 400,000 DWT Vale Brasil's cargo into the Capsize bulker, Ore Pantanal, both owned by the Brazilian company Vale S.A. The location is Subic Bay, the Phillipines. Image courtesy Bedeschi

Port Spencer Port Proposal

Centrex is developing a new multi-user deep water port facility on the east coast of the Eyre Peninsula South Australia.

The port will be for the export of bulk commodities in the region including Centrex's own iron ore projects.

The initial design for the port encompasses a 515m jetty into water capable of loading Cape class vessels on any tide.

The development will also accommodate Panamax berthing and loading facilities for grain exports. Initial capacity of the port is for 20Mtpa utilising a 5,000tph shiploader.

With the installation of a 10,000tph shiploader the port capacity could be doubled with minor design changes.

The port requires no dredging and is in an area that is not subject to extreme weather events.

South Australian Government approval for Stage 1 of the development was received and Federal Government Approval is expected in 2013. Stage 2 of the project that includes associated infrastructure for magnetite concentrate was given Major Project status by the State Government in May 2013.



Cape Hardy Port Proposal

Iron Road is proposing a significant new export facility on the east coast of the Eyre Peninsula. The company has now secured sufficient land for a proposed deep water, 30Mtpa bulk export facility, capable of loading various size bulk carriers, including Capesize vessels. This would be the first port in South Australia to support Capesize vessels.

Iron Road plans to export 20Mtpa of high quality iron concentrates for at least 30 years. After allowing for the initial CEIP requirement, an additional 10Mtpa of capacity would be available for third party users from inception of operations. The Port design supports straightforward expansion beyond the initial 30Mtpa capacity with minimal impact.

Standard gauge heavy rail will deliver product from the CEIP mine site to port, with route options potentially allowing connection into the national rail network. Such a connection would unlock a cargo catchment from 25% of the Australian landmass.

Iron Road Limited Web Site



Lipson Cove Conservation Park looking towards the proposed Port Spencer.

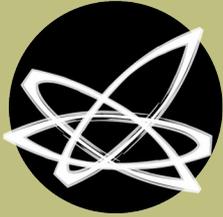
The proposed port would be near the headland in the middle distance. Cape Hardy is the distant headland.



July 2014 Meeting

Date: Monday 28th July
British Hotel, Port Adelaide

The North Arm Maritime History Project



SHIP
SHAPE
SEARCERS

Alex Moss from Shipshapesearchers will fill us in on the purpose of that organisation and more specifically on their current project.

The organisations purpose is to explore how maritime cultural heritage can be observed in remote sensing data that has been gathered for other purposes.

The North Arm Project has collected airborne and satellite derived data on the Shipwreck Graveyard at Garden Island, near Port Adelaide. The goal is to discover how the wrecks appear in the data, and use these techniques to find new sites.

The meeting will be at the British Hotel, down by the Birkenhead Bridge in Port Adelaide.

We will meet as usual for a meal from 6:30pm – 7:00pm, then enjoy Alex's presentation from 8:00pm.

To help the hotel could you please book for dinner on 8240 2286.



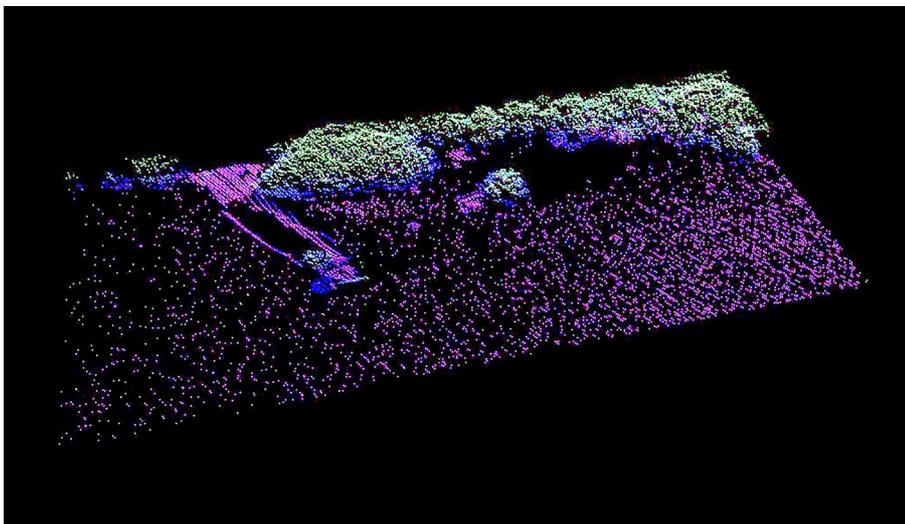
Trevor Powell showing members his very interesting photos of ships at our May meeting.



On the River Murray: on the left the side wheeler *Captain Proud* at Murray Bridge on 24th May 2014, and on the right the very much larger *Murray Princess*, a stern wheeler, at Mannum on 6th June 2014.



The *Murray Princess* was being prepared for a cruise from Mannum leaving later that day.



A LIDAR image of wrecks in the North Arm. The large shape is the Sunbeam, which is shown in its present condition right. An interactive map can be found at <http://www.arcgis.com/home/webmap/viewer.html?webmap=a9a802f36433488a909bb49937018bc0>