

The Traverse Board

Newsletter of the Friends Of The Paul McGuire Maritime Library Inc

September 2014

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

News From The Friends

PRESIDENT'S REPORT SEPTEMBER 2014

Well, Spring is sprung and I trust none of you have planks that are sprung. This will be a pretty short report, I fear, as not very much has been happening lately.

We were addressed in July by Alex Moss, of Ship Shape Searchers, on his efforts to ascertain the existence of any other old vessels in the ships' graveyard at the North Arm. He has been aided by the latest in technology to see through the mud and mangroves, and some of the images were quite amazing. It was interesting for Mark Sinclair, who managed to attend, as his company carries on the work of laser airborne depth-sounding, for which the inventors in 1986 received the first Maritime Achievement Award.

I do hope you will come to our next meeting, September 22nd, when Dr. Rod Wells will entertain us with words and pictures from his 2012 voyage to Hobart for the Wooden Boat Festival aboard the beautiful yacht *Wongga II*, designed by Maurice Griffiths and built by Searles Boatyard in 1976. It is quite a story, told with typical Wellsian humour — be there!



And prepare yourselves for the Annual Dinner, to be held in the newly refurbished dining room of the Royal S.A. Yacht Squadron on Friday, November 28th.

With that, I wish you all well, see you soon.

Regards, Julian.



Work boat *Sealion*, Wellington, NZ 14th October 2012



British

British Hotel Port Adelaide
13 North Parade Port Adelaide 5015
Phone + (08) 8240 2286
Fax + (08) 8240 2278
Email > admin@thebritishhotel.com.au
Web > www.thebritishhotel.com.au

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Next Meeting

Rod Wells will give an illustrated talk on his 2012 voyage to Hobart for the Wooden Boat Festival.

Date: Monday **September 22nd 2014**

Time: **8:00 pm (Dinner at 7:00pm)**

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

Cost: **Donation**



The *Furness Portland* in Lyttleton Harbour, the port for Christchurch, New Zealand on 5th September 2014.

Products shipped from Lyttleton include timber and coal railed from mines north of Westport and near Greymouth on the West Coast of the South Island.

Before the 8.55km Otira rail tunnel was completed in 1923 the west coast coal was shipped out through both Greymouth and Westport.

There is also a fishing fleet based in Lyttleton with some quite substantial trawlers and their associated mother ships.

Lyttleton suffered greatly from the September 2010 and February 2011 earthquakes. Almost all the masonry buildings have either been demolished or are fenced off pending demolition. This leaves about a third of the buildings in the town centre still standing.

The historic Time Ball tower was also lost.

The Traverse Board

Published by:

The Friends Of The Paul McGuire Maritime Library Inc

President: Julian Murray

Secretary/Treasurer Neil Waller

Postal Address: 2 Quigley Court

ABERFOYLE PARK, SA 5159

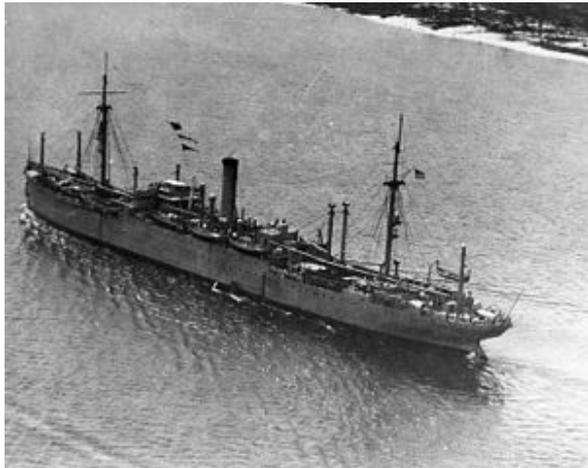
Email: fpmml@internode.on.net

Web: <http://www.fpmml.org.au>

Ship caught sneaking out of Port Phillip Bay

Published: August 4, 2014 - 3:00AM

The German merchant ship SS Pfalz was caught in enemy territory on the other side of the world when war broke out in Europe.



It departed from Melbourne's Victoria Dock with a Captain Robinson of the pilot service on board early on August 5, 1914.

It was inspected and allowed to proceed by the crew of an Examination Service vessel protecting the Port of Melbourne, which had not been advised that war had been declared.

Soon after, the Royal Australian Navy telephoned the message to Fort Queenscliff on Port Phillip Heads.

There was no phone connection to Fort Nepean on the opposite headland, so a signal was sent telling soldiers there to stop the Pfalz.

The soldiers then signalled the German ship, with no response.

A second order was sent from Queenscliff to stop or sink the Pfalz.

In an Australian War Memorial interview before his death in 1980, then Colonel John Purdue described his part in the drama.

"They told us to engage, and the tide was flowing very fast when we had the word to fire, and I pressed the electrical trigger and saw it [the shell] land with a splash in the water," he said. "The splash went right up over the bridge of the ship. We had to fire."

It took a second shot before the German vessel halted and Captain Robinson had to "manhandle" the Pfalz's captain, Colonel Purdue said.

AAP

This story was found at: <http://www.theage.com.au/victoria/ship-caught-sneaking-out-of-port-phillip-bay-20140803-3d2az.html>

HMAS Labuan Pays Final Visit to Ballina

NavalToday.com - Posted on Aug 12th, 2014



Royal Australian Navy Ship, HMAS Labuan has exercised her right to Freedom of Entry one last time in the New South Wales town of Ballina.

The Balikpapan class landing ship, which has been linked to the township since the 1970s, will be decommissioned later this year along with sister ships Tarakan and Brunei.

Commanding Officer of Labuan Lieutenant Christopher Cockerill said a final visit to Ballina was important to thank the community for their support over the past 40 years.

"Labuan has long been connected with Ballina which is why it was so important to include a port visit here as a part of our decommissioning voyage," Lieutenant Cockerill said.

Labuan was first granted Freedom of Entry to Ballina in 1988 in recognition for the role she played in the arrival of Las Balsas in 1973.

The landing craft assisted the two balsa wood rafts and the crews when they were blown off course while completing a voyage from South America to Australia.

During the five day port visit Labuan ship's company hosted a ship's open day for the local community and a number of regional cadet units.

"On Saturday afternoon alone we welcomed cadets from a number of Australian Navy Cadet units from Northern NSW and South East Queensland," Lieutenant Cockerill said.

"The visit was a great opportunity for the cadets to explore a Navy vessel and for ship's company to impart their experiences of life at sea."

Labuan's decommissioning voyage, conducted in company with sister ship Tarakan will include port visits to Lord Howe Island, Norfolk Island, Noumea and the Solomon Islands. Both vessels will also participate in Exercise CROIX DU SUD following their visit to Noumea.

The final three LCHs Brunei, Labuan and Tarakan will be paid off together in a ceremony at HMAS Cairns later this year ending 40 years of service in the RAN.

New Zealand: Stena Alegra heads south to the Cook Strait

Thursday, 30 January 2014 15:13

Ro-pax ferry *Stena Alegra* was not idle for long after being displaced on Stena Line's cross-Baltic service between Karlskrona, Sweden and Gdynia, Poland by the introduction of the chartered Brittany Ferries vessel *Cotentin* as *Stena Baltica*. The 1998-built *Stena Alegra*, originally Cenargo's Dawn Merchant, left for New Zealand at the end of November 2013 and was due to begin a six-month charter to Interisland Line in January.

A vessel was urgently needed to operate on the Cook Strait service between Wellington and Picton after route regular *Aratere* (1998/12,596gt) lost a propeller while at sea early in November 2013, not being expected to return to service before the end of the Southern Hemisphere summer season.

Stena Alegra's passenger capacity of 350 is little more than half that of *Aratere*, but the lead ship of Cenargo's 'Racehouse' service can handle up to 78 trucks compared to *Aratere's* 28. *Stena Alegra* was bought by Stena RoRo in May last year after a career starting with Merchant Ferries.

Ships Monthly



Stena Alegra has been chartered for service in New Zealand.

Australia Looks to European Yards for New Icebreaker

Last Updated on Friday, 04 July 2014 10:47

Written by Justin Merrigan (Asia-Pacific Correspondent)

The Australian Federal Government has shortlisted two European yards to build a replacement for the Australian Antarctic Division's icebreaker *Aurora Australis*.



Environment Minister Greg Hunt, who visited Hobart to spruik the project, says Australian companies did not tender. "We looked for, and called for, Australian proposals, that was done by the previous government," he said. "But there wasn't an Australian build proposal which was put forward despite the opportunities."

The Chair of the Polar Network, John Brennan, says another research ship is crucial for Australia's Antarctic program. "This is really good news for Tasmania, it's a capital injection into the sector that's needed because the *Aurora Australis* is at the end of life," he said.

"Without a new icebreaker Australia would not have the capacity to meet the needs in the future for logistics and science in the Southern Ocean and Antarctica."

The *Aurora Australis* is owned, managed and crewed by P&O Maritime on behalf of the Australian Antarctic Division. P&O secured a long term contract for the provision of shipping services to the Australian Antarctic Division in 1990.

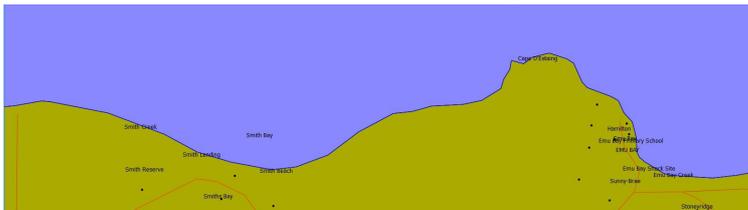
Ships Monthly

New Port For Kangaroo Island?

Kangaroo Island Plantation Timbers Ltd owns around 8,000 hectares of productive Kangaroo Island land, approximately half of which is planted with either softwood (*radiata pine*) or hardwood (*eucalyptus globulus* and *eucalyptus nitens*) and half of which is either cleared or contains native vegetation. The Company also owns Kangaroo Island's only sawmill and owns land at Smith Bay that is considered suitable as a site for a bulk log or chip export facility.

Smith Bay is on the island's north coast west of Emu Bay. It has been the site of an Abalone farm.

The company has conducted bathymetric surveys in the bay and has found there is deep water just off-shore, and some dredging has been carried out.



Preliminary estimates suggest that, once operational, the export of logs from the Island would generate sustainable direct full-time employment of approximately 105 people, leading to indirect employment of a further 194 people, mostly on Kangaroo Island. Softwood offcuts would be converted to treated posts at the Parndana Mill, currently in care and maintenance. The development of the export facility thus has the potential to reduce unemployment on Kangaroo Island and to lead to increases in the Island's population, providing greater critical mass for many community activities and a huge stimulus to the Island's economy.

Levy 'potential killer' for Fiordland

By Allison Beckham

Created 11/08/14

Environment Southland is calling on the Government to abolish a newly introduced second levy on cruise ships visiting Fiordland, saying it could stop cruise operators from coming to the area.

In 2001, Environment Southland became the only regional council in the country to get cruise companies to agree to pay a marine fee when it imposed a fee for ships visiting Fiordland and Stewart Island.

The fee raised about \$1.75 million in the 2013-14 cruise season, taking the total to more than \$13 million since 2001. But legislative changes last year saw the introduction of a restructured Maritime Levy from the beginning of October which included Fiordland for the first time.



Administered by Maritime New Zealand, the levy was \$3.09 per passenger for each port visited last season and is expected to decrease annually to reach \$2.52 per passenger per port by 2018-19.

Last season, about 80 cruise ship visits were made to Fiordland, Kevin O'Sullivan, who heads the industry group Cruise New Zealand, said on Friday.

With each ship having an average capacity of about 2000 passengers, the Fiordland levy would have netted the Government about \$500,000, Mr O'Sullivan, who is also Southland harbourmaster, estimated.

Environment Southland chairwoman Ali Timms said the new levy was introduced without her council's knowledge, after Maritime New Zealand became aware Milford had been designated as a port - the levy trigger point in the regulations.

The council heard about the levy from Cruise New Zealand. Ms Timms said cruise ship operators were generally happy to pay the council's marine fee because they had a clear understanding about what it was spent on.

Over the years, it had funded management projects such as navigational aids, Milford harbour control, a weather station, improved VHF radio coverage and biosecurity projects which were seen as beneficial to both parties.

Unlike the council's fee, the new levy did not provide any direct benefit to Fiordland, she said. From October last year, cruise operators had also agreed to pay a visitor levy of \$5 per passenger on cruise ships visiting Stewart Island to help fund tourism infrastructure improvements there.

"So, for some cruise ship operators, this is the third fee," Ms Timms said.

"Cruise lines have indicated to us that this new charge will cause them to reconsider coming to the fiords, and that the overall implementation of the levy will reduce port calls throughout New Zealand."

The council wrote to Transport Minister Gerry Brownlee outlining its concerns and asking him to reconsider imposing the levy in Fiordland.

A response was received in June saying the levy was used to maintain services critical to vessel safety and the protection of New Zealand's marine environment, including Southland.

The levy would be reviewed in 2015-16, at which time the implications of Milford's port status could be considered. Ms Timms said the response was "very disappointing".

"He did not respond adequately to our concerns, one of which was requesting a meeting."

She said she would seek an appointment with Mr Brownlee in Wellington as soon as possible and hoped to combine it with a scheduled trip to the capital next month. Mr O'Sullivan said the new levy was a "potential killer" for Fiordland.

"Cruise operators do not differentiate between fees paid to local government and central government - all they see is it is costing them more."

He said both Environment Southland and Cruise New Zealand were "caught unawares" when they learnt Fiordland would be added to the list of ports to be levied because it had not been levied before..

He said he met Maritime New Zealand staff, who were sympathetic but said they were entitled to charge the levy in Fiordland and would be doing so. Cruise New Zealand would also be lobbying for the levy to be removed, he said.

-allison.beckham@odt.co.nz

Otago Daily Times Online News

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Source URL (retrieved on 11/08/2014 - 22:10): <http://www.odt.co.nz/regions/southland/312235/cruise-ship-levy-slammed>

Fugro joins the deepwater search for MH370

Leidschendam, The Netherlands, 06 Aug 2014
Canberra, 04th June 2014

The Australian Transport Safety Bureau (ATSB) has awarded Fugro an additional contract for the deployment of two specialist vessels, equipment and expertise in the deep-water search for the missing Malaysia Airlines flight 370 (MH370).



Fugro will mobilise its vessels *Fugro Equator* and *Fugro Discovery*, both fitted with specialist deep tow survey systems for the work. Since June, the *Fugro Equator* has been involved in the bathymetric survey of the search area.

Fugro and ATSB expect the *Fugro Discovery* to begin the deep tow search late September with *Fugro Equator* joining shortly thereafter.

Fugro, engaged as a prime contractor, will provide the expertise, equipment and vessel(s) necessary to undertake an intensified underwater search for the missing Boeing 777 aircraft in the defined zone in the southern Indian Ocean.

While the precise search zone is currently being established by an international search strategy working group, it is expected that the successful tenderer will search an area up to 60,000 square kilometres based on the 'seventh handshake' arc where the aircraft last communicated with the Inmarsat satellite. Definition of the search zone will be finalised within two to three weeks.

Fugro will localise, positively identify and map the debris field of MH370 using specialist equipment such as towed and autonomous underwater vehicles with mounted sonar and/or optical imaging systems.

The intensified search will begin in August 2014 and is expected to take up to 12 months, depending on weather conditions. Fugro will use the data from a bathymetric survey (already underway) to navigate the search zone, which has water depth between 1000 and 6000 metres.

The search vessel(s) used by Fugro may also be coordinated with other vessels also undertaking search activities in the search zone on behalf of other countries.

The Australian Government has allocated has AUS \$ 60 million to the ATSB to carry out the search for MH370.

Fugro NV, ATSB



Malaysia Airlines Boeing 777

Offshore Survey M.V. Fugro Equator



21st Century Survey Vessel

M.V. Fugro Equator, operated by Fugro Survey Pte Ltd, is built to the highest standards demanded of a dedicated survey vessel capable of international deployment.

The specially designed hull, diesel electric drive and rudder propellers, maximises fuel efficiency, navigational control and station keeping capabilities. Great attention was paid to minimising conducted vibration from vessel mounted machinery and infrastructure. The result is an acoustically quiet platform, enabling high quality data collection.

Permanently installed equipment includes the latest in digital seismic, seabed and sub seabed mapping systems. Acoustic positioning is provided by a through hull USBL system. Surface positioning is Fugro Starfix high precision, GNSS. All acquisition, navigation, processing, charting and reporting systems are networked and integrated through industrial grade servers.

The vessel can carry out a full range of offshore survey services from simultaneous analogue/digital site surveys through to route surveys. In addition, a Fugro owned AUV system can easily be mobilised on the vessel without affecting other survey capabilities.

ROV Inspection and more complex Geotechnical spreads can be mobilised as required.

En suite single and double cabin accommodation for 42 and 65 metres LOA makes the M.V. Fugro Equator a very comfortable and spacious environment to work in.

Fugro NV



Fugro Equator starboard view



Fugro Equator bow view



The old port at Greymouth, New Zealand. Prior to the 8.55km Otira Rail Tunnel being opened in 1923 much of the coal mined on the West Coast was shipped out through Greymouth, and the rest through Westport to the north. It is now shipped through Lyttleton on the east coast.

November Meeting and Annual Dinner

Royal South Australian Yacht Squadron

Friday 28th November 2014

6:30pm for 7:00pm

Our Annual Dinner this year will coincide with our November Meeting rescheduled to the fourth **Friday** in November.

The RSAYS has recently been undertaking renovations which should be ready early November.

This is our chance to see the renovations first hand.

RSVP by 21st November to Neil (7127 4563) or Julian (0414365294) or by email to neil@fpmml.org.au

September Meeting

Rod Wells will give an illustrated talk on his 2012 voyage to Hobart for the Wooden Boat Festival aboard the beautiful yacht Wongga II.

Date: Monday **September 22nd 2014**

Time: **8:00 pm (Dinner at 7:00pm)**

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