

The Traverse Board

Newsletter of the Friends Of The Paul McGuire Maritime Library Inc

March 2015

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

News From The Friends

PRESIDENT'S REPORT MARCH 2015

Greetings to you all, as we enjoy what is probably the best part of the year, in terms of weather, perfect for getting out and about, maybe venturing as far as Port Adelaide for a look around.

Our AGM took place early in February, not a huge muster unfortunately, but enough to vote when necessary, the result being that the Committee remains the same as before.

After the serious part and a delightful meal, we enjoyed a wonderful video procured by Neil, *The Last Cape Homers*, with some amazing footage of the wild sailing conditions down in the Southern Ocean, and the great efforts the crews had to put up to get their ship home laden with thousands of bags of wheat. Some of our local heroes feature, too.



On Sunday, March 29th, the plan is to partake in a guided tour of the big ship, the City of Adelaide. We should meet at the ship at eleven o'clock, the entrance is opposite the now-defunct Colac Hotel, on Ocean Steamers Road. A donation of \$15 is requested; to follow up this interesting morning, there will be a BYO barbeque at the Royal S.A. Yacht Squadron, at Outer Harbour. It would be helpful if you could let me know of your intention to come along (0414 365 294), and I hope to set up the right weather for us!

I enjoyed a wonderful presentation at the Maritime Museum on Thursday, February 26th. The topic being the journey in 1935 undertaken by a young lady from the Riverina aboard *L'Avenir*, from Port Victoria to Falmouth, then a little later, her return aboard the *Parma*. She took some outstanding photos, and kept a good diary, which were discovered by her daughter four years after her death; these have now been made into a book by her niece, and we were entertained by the photos being projected onto the mainsail of the *Active II* accompanied by readings from her diary. Her name was Mary Lang, which some of you may recognise.

That's enough from me, I hope to see lots of you on the 29th.

Regards, Julian.



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Next Meeting

The March Meeting will feature a guided visit to the City Of Adelaide Clipper.

Date: Sunday March 29th 2015

Time: 11:00 am

Venue: Number 1 Dock, Port Adelaide.

Cost: \$15

This will be followed by a BYO barbeque lunch at the RSAYS at Outer Harbor.

RSVP to Julian: 0414 365 294.

Postage Increase From September and the Distribution of the Traverse Board

Australia Post's proposed 30 cent increase in postage and slower delivery times from September if approved is going to have a significant impact on the cost of mailing *Traverse Board* to members.

I already distribute the newsletter to a number of people via email and every *Traverse Board* since March 2009 is always available on our website via <http://www.fpmml.org.au/newsletters.shtml>.

Electronic distribution makes life very much easier for me as I don't need access to my printer and cheaper for the group as less postage would be incurred and printing costs are likewise significantly reduced.

It also makes for a more timely delivery and less pressure to get it into the post in order to reach you a week before the meeting.

I would prefer to switch as many members as possible to electronic distribution of the newsletter, but I recognise there are a number of you who don't have access to the internet and I would continue to mail a printed copy to anyone who needs one or would prefer a printed copy.

Neil Waller, Editor.

The Traverse Board

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The New Suez Canal: Racing Against Time

Posted: 26th January 2015 | Written by: Daniel Shea
OnboardOnline.com

As the expansion of the Panama Canal nears completion, Egypt's own expansion of the New Suez Canal will double its capacity by the end of August 2015. The timetable for the US\$4 billion project, set by Egypt's President Abdel Fattah al-Sisi, is ambitious and promises a much needed boost to Egypt's economy.



While it would be easy to assume that it was the Panama Canal expansion which prompted Egypt's investment (and it is likely that this did play at least some role as the two canals jostle for potential crossover traffic), reports widely note that it is more likely the case that Egypt's hand was forced by a need to drive up government revenues. In the wake of the ouster of former President Hosni Mubarak in 2011, Egypt has been rocked in political turmoil. This has severely affected the country's economy, reducing revenues especially in areas like tourism, and causing public services to reach abysmal levels.

Like Panama, Egypt has projected that the expansion and opening of the New Suez Canal, as it is being called, will more than double annual revenues from the canal by 2023 – from \$5 billion (€4 billion or £3.2 billion) to \$13.5 billion (€10.9 billion or £8.6 billion) according to a report by Reuters.

Recent reports from the Egyptian government assert that significant progress has already been achieved. After 125 days of work, they have dug 150 million cubic meters of the New Suez Canal. Major General Kamel el-Wazir, the chief of staff of the Army Engineering Authority, told news media that there are 22,000 workers on site, including engineers, technicians and divers.

If the New Suez Canal is indeed completed on time, it will see the waterway widened, allowing for dual passage of ships for longer stretches. Officials say this will lead to greater efficiency, with wait times reduced from half a day, to a mere three hours. The number of passing ships daily is expected to almost double.

Given that currently around 8 percent of the world's traded goods pass through the Suez Canal, this expansion could boost that number up to around 16 percent, or more, as larger ships are able to move through the Red Sea on their way to Europe's ports. Whether that will actually happen is another question entirely.

The first canal with global implications

A little over 100 miles (160km) of low-lying, mostly arid land has, throughout most of human history, blocked the Red Sea from the Mediterranean Sea. This relatively negligible distance has infuriated and thwarted commercially-minded civilizations for centuries.

Several Egyptian pharaohs dug canals to link the Red Sea with the Nile River, though these were no longer navigable by the time Cleopatra took to the stage. Likewise, the merchants of Venice conceived of a canal around 1500 after losing their central role as intermediaries in trade with India. Napoleon Bonaparte was famously obsessed with finding the remnants of the passageways built by the pharaohs, sending out teams of archaeologists and scientists to scour the desert around 1800.



Despite the centuries of thought, energy and lost sleep that went into the conception of the canal, it wasn't until the 1850s that any forward momentum really picked up. Prior to this, there were a variety of favorable studies on the subject, with learned societies dedicated to studying the feasibility of a prospective canal.

But it wasn't until December of 1858 that the Suez Canal Company was officially created, with work beginning in April of 1859. The construction lasted a decade, with more than 1 million laborers involved. The canal officially opened on 17 November 1869, and the Suez Canal Company was granted concessions to run the canal for the first 99 years of its existence.

The New Suez Canal: Racing Against Time (Continued)

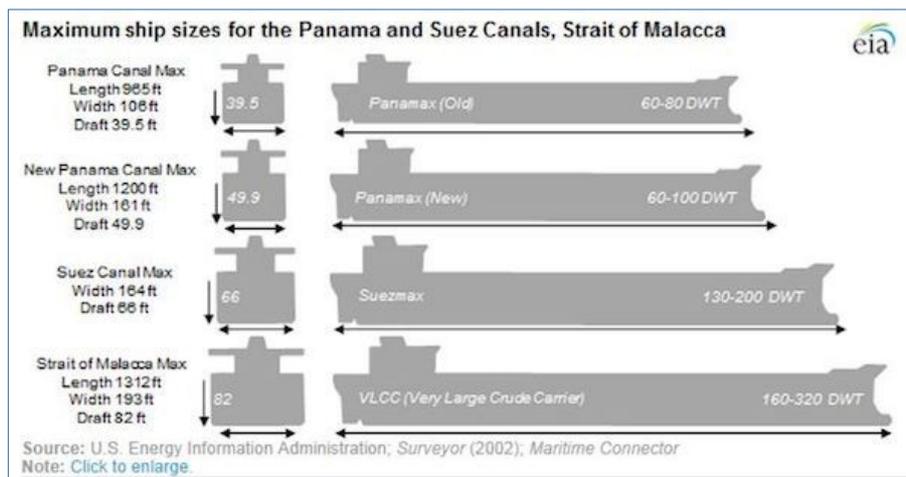
Tumult and growth

The canal has undergone several enlargements over the course of its nearly 150-year history. In its current state, the canal is 120 miles (193km) long, 79-ft. (24m) deep, and 673-ft. (205m) wide. The canal is too narrow to allow for two-way traffic, though two bypasses exist along the way – the Ballah Bypass and the Great Bitter Lake.

The entire waterway is open – no locks exist – so beginning in 1869, seawater began to flow freely between the Mediterranean Sea and the Red Sea for the first time.

Currently between 45 and 50 ships can pass through the canal per day, usually in three convoys.

Due to bridges and powerlines, there is an air-draft restriction for Suezmax ships of 68m (223-ft.). Additionally, there is a maximum beam of 50m (164-ft.) and draft of 20.1m (66-ft.); or a beam of 77.5m (254-ft.) and a draft of 12.2m (40-ft.). There is no limit to a ship's length.



Suezmax ships can carry up to 18,000 TEUs (Twenty-foot Equivalent Units). Compare that with Panamax ships which can carry a maximum of 5,000 TEUs, and post-Panamax which will allow for up to 13,000 TEUs.

At this point, it may be important to understand how vital the Suez Canal already is by throwing out some figures. For example, around 80 percent of U.S. container imports from the Indian Subcontinent pass through the Suez Canal, according to a study by the U.S. Department of Transportation. Annually, nearly 930 million tons of goods pass through the Suez Canal, as does much of Europe's oil. According to The Guardian, around 2.4 million barrels of oil pass through the Suez each day, which accounts for around 5.5 percent of the world's total output.

In short, the canal is integral to world trade. It shortens the route between India and Europe by more than 4,000 nautical miles (7,000km). Any disruptions are cause for significant concern within the financial world. The one drawback has been the canal's location, being situated in one of the most tumultuous regions in the world. Besides the Arab-Israeli Wars, the past decade, and the past several years in particular, have placed its security under heavy scrutiny.

Firstly, there was the increased risk of piracy off the coast of Somalia. Then the Arab Spring came and unleashed its share of uncertainty on the canal's operations – with Port Said acting as a hotbed of unrest in March 2013.

In some ways, this project could be looked at as an attempt by Egypt to restore trust within the international community. In every sense, Egypt's decision to expand the canal could be viewed as a positive referendum within the country.

As Suezmax ships are already significant in size, the calls for expansion have been noticeably different from those in Panama. Instead of the need to accommodate larger vessels, the issue is capacity and the need for two-way traffic.

The public support and enthusiasm for the project has been immense. Expansion and longer term upgrades will cost an estimated \$8.4 billion (€6.7 billion or £5.3 billion) and when Egypt asked its citizens and corporations to invest in development bonds to finance the project, the target was reached in just six working days.

"It is like we built the pyramids and we built the Suez Canal, something that will be there for all time," one Cairo resident told NBC News, upon making a personal investment in the canal bonds.

The canal's future

The project calls for 35km (22 miles) of dry digging and 37km (23 miles) of expansion and deepening to create a 'dual carriageway' where ships can pass more easily, according to Hellenistic Shipping News.

The idea is to allow for upwards of 100 ships to pass through the canal each day – nearly a twofold increase on current levels.

The New Suez Canal: Racing Against Time (Continued)



"In order to complete this work within one year it was necessary to make use of huge dredging machines, international dredging machines, because the amount of wet dredging is very large," the head of the Suez Canal Authority, Lieutenant General Mohab Memish told Reuters. Egypt's Army will coordinate work with six international firms from the United Arab Emirates, the Netherlands, Belgium and the United States.

The much-hastened timeline has been largely credited to President al-Sisi, who is acutely aware that Egypt needs an economic boost. He is quoted in The New York Times as saying, "We are racing time, because we are very late."

In addition, Egypt plans to develop 76,000 square km (29,000 square ft.) along the new stretch as an industrial and logistics hub, in which Russia has already expressed interest.

However, while Egyptians are feeling increasingly bullish about the prospects for the New Suez Canal, there are possible snags. The Panama Canal's expansion means that carriers will be able to cross the Central American isthmus with larger loads, and this could lead some companies to alter routes. And although the Suez Canal can already handle large ships, the trend within commercial shipping is to go bigger and bigger.

Already Maersk Line has ordered twenty new 18,000 TEU vessels, which is the current limit of the Suez Canal, and competitors are likely to follow.

Add to this the possibility of climate change and the melting of the icecaps potentially freeing up an Arctic Sea Route between Asia and the U.S. East Coast and Europe, and the future of global shipping appears set for change.

Can Pacific Islanders bank on a secure fisheries future?

University Of Western Australia Oceans Institute
Tuesday, 6 January 2015

Traditional conservation measures, such as local 'Tabu' - areas periodically closed to fishing - have typically been the sole approach to fisheries management in the tropical western Pacific. A team of international experts is meeting in Albany this week to find out how effective these areas actually are in providing communities with long-term food security.

The synthesis workshop, organised by The University of Western Australia's Oceans Institute researchers Jordan Goetze and Dr Tim Langlois is examining local conservation measures practised by Pacific Island communities. Historically, marine areas were set aside out of respect for the death of a chief, and conservation organisations operating in the region have built on these traditional methods by setting up locally managed marine areas and working with the local communities to manage vital fish stocks.



One of the most commonly employed tools is 'Periodically Harvested Closures' which involve the opening of a closed marine area for local fishing events. This fish 'bank' provides a ready supply of fish and invertebrates for special occasions, beneficial in the short-term but with the potential to create adverse effects, such as overharvesting, if not managed properly.

Until now, the science behind Periodically Harvested Closures has not been explored and conservation organisations have been unable to provide guidance on the duration of a closure versus the harvest.

Examining the data available, the team of international scientists will address a range of questions on the sustainability and conservation benefits of these closures to develop scientific recommendations. The intent is for local decision makers in Pacific Island countries to consider these recommendations and develop their own management regulations, balancing social needs with long-term food security and conservation objectives.

Embracing the sustainable theme, the experts will sleep in basic, dorm-style accommodation, while Fervor, a travelling pop up restaurant known for its unique approach to dining, will offer sustainable and foraged catering. Fervor will source local seafood, that might normally be passed over, and forage for local produce such as beach herbs, making for a unique workshop experience.

Chief Investigator, PhD candidate, Jordan Goetze, holds a similar ethos to food sustainability and later intends to collaborate with the company to promote sustainable seafood initiatives.

"In Australia we are spoilt for choice when it comes to seafood and as a consequence we are often very fussy," he said.

Can Pacific Islanders bank on a secure fisheries future? (cont)

Unfortunately, this means we tend to eat the large predatory species that are the most vulnerable to overfishing and often waste most of the fish by eating the fillets only. In contrast, Pacific Island communities rely on fish stocks to survive, consuming a much broader range of species and not wasting a single part of the fish. If prepared properly these alternate species and different parts can be just as delicious, we just need chefs like Paul Iskov from Fervor to show us how to cook them."

Jordan Goetze said the workshop represented an innovative approach to addressing global marine conservation and Albany, a town well regarded for its natural beauty and preservation of heritage, was an idyllic location for the international experts to come together.

"This project is so important as most Pacific Island communities rely on seafood to survive. Given Periodically Harvested Closures are often the only form of management, we need to know if they can conserve fish stocks and manage them effectively."

The group hopes to produce a research paper using the synthesised data by the completion of the workshop.

Public opinion should help sway marine policy: study

UWA Oceans Institute Tuesday, 7 October 2014

Public opinion should inform policy decisions about the marine environment, according to a study published this week in the international journal Proceedings of the National Academy of Sciences (PNAS).



The study, co-authored by Winthrop Professor Carlos Duarte, director of The University of Western Australia's Oceans Institute, suggests that managerial, scientific and policy priorities should be more responsive to public values.

Based on an online survey of more than 10,000 members of the public, the study examined the public level of understanding and concern regarding marine impacts, their trust in different information sources, and priorities for policy and funding.

It was the first time a study of this nature had been undertaken on such a large scale. Although public sentiment has been explored for environmental problems such as climate change, less attention has been given to the suite of human impacts on marine environments - including overfishing, aquaculture and pollution.

Participants flagged ocean pollution and overfishing as the two most pressing issues facing the world's oceans, saying those were the problems they felt most informed about. They were also highly concerned about ocean acidification.

The study suggested the level of concern was closely related to how informed people felt about a particular issue. The level of concern increased in line with the frequency with which the respondents visited the coast.

The authors said such knowledge, when combined with expert opinion, could help decision-makers prioritise the most manageable marine issues.

The study also showed that without understanding the benefits of behavioral and attitudinal changes, many people could end up feeling overwhelmed and ineffective as individuals.

"A key lesson from our results is the need to communicate how individual behaviour and lifestyle choices can collectively help improve marine health, as a way to incentivise individuals to take greater personal responsibility for the oceans," the authors wrote.

"The survey shows that public information on ocean issues leads to concern and support for scientific research," Professor Duarte added. "However, the public tend to receive a distorted image of the state of the ocean, often exaggerating the extent of impacts relative to available evidence."

Lead author Professor Stefan Gelcich, of the Center of Applied Ecology and Biodiversity at the Pontifical Catholic University of Chile, said scientists must engage in effective communication on ocean issues with the public.

"Scientists are responsible for delivering robust and rigorous assessments, away from exaggerated headlines," Professor Gelcich said. "University scientists, the members of the scientific community most trusted by the public, have a particular responsibility for informing the public on ocean issues."

"The results of this survey are directly relevant to marine management and policy efforts under way by the United Nations, World Bank, Global Ocean Commission and the European Union."

Unearthed grave sheds light on Batavia shipwreck mass murder

By Sarah Taillier ABC Western Australia Updated 3 Feb 2015, 11:54pm Tue 3 Feb 2015, 11:54pm



Bones reveal story of horrific shipwreck Photo: Skeleton found on Beacon Island believed to be from the Batavia shipwreck. (ABC News: Sarah Taillier)

Secrets from one of the nation's most horrific maritime mass murders have been unearthed on a tiny island off Western Australia's coast.

A new grave has been discovered almost four centuries after the Batavia was wrecked on Morning Reef, within the Abrolhos Islands.

The Dutch East India vessel was on its maiden voyage when it wrecked with more than 300 people on board.

The survivors managed to swim to the nearby Beacon Island, but about 40 drowned.

What played out on the tiny coral outcrop was a 17th-century tale of mutiny and systematic murders of those aboard that inspired movies, books and plays and remained one of the darkest chapters of Australia's maritime history.

Some of the evidence of the bloodthirsty episode has only now been uncovered, with experts revealing on Tuesday they have found another skeleton, the 11th found on Beacon Island since the 60s.

Two musket balls were found near the body, which was about 1.5 metres underground.

A forensic team was examining the remains.

WA Museum Head of Maritime Archaeology Jeremy Green said the find was a major step forward in better understanding what was an internationally significant chapter in history.

"This was the first time that Europeans lived in Australia - albeit wasn't in the mainland but it was here - so it's the oldest known European habitation in Australia," he said.

"So it's got to be important."

Human tooth led archaeologists to discovery

A human tooth found on the final day of an expedition at the island in 2013 led archaeologists to examine the same area where they eventually discovered the skeleton.

Mr Green said mutton birds on the island dug down into the ground and brought little items to the surface, which indicated areas of archaeological interest.

He said surprisingly, it appeared the skeleton was not the owner of the tooth.

"What's very interesting is that it looks like that tooth doesn't belong to that grave, which means that there's another grave very close," he said.

A mass grave was discovered on Beacon Island in 1999, but archaeologists had to wait 15 years before old fishermen shacks were removed so they could comb the entire island for clues left behind in 1629.



Maritime mass murder body unearthed Photo: Sifting for bones and artefacts from the Batavia massacre at Beacon Island off Western Australia. (ABC News: Sarah Taillier)

The team of researchers was studying the island as part of the Australian Research Council-funded project, led by UWA Archaeologist Professor Alistair Paterson.

Professor Paterson said experts travelled from as far away as Holland to help piece together the Batavia story.

"Obviously it's a really significant site, not just for Western Australia and the Dutch, but also for Australia ... so we're pretty excited to see this next phase occurring here," he said.

"Many individuals died, it was a horrendous event and yet we know many of those people died in the water, presumably they were disposed of in surface conditions so we wouldn't expect at all for many of them to survive ... but we're finding them, so some of them do."

The Batavia was carrying gold and silver when it sailed from Texel for the Dutch East Indies on October 27, 1628, to obtain spices.

After the vessel went off course and was wrecked in the Abrolhos on June 4, 1629.

Many individuals died, it was a horrendous event ... we wouldn't expect at all for many of them to survive ... but we're finding them, so some of them do.

UWA Archaeologist Professor Alistair Paterson

Unearthed grave sheds light on Batavia shipwreck mass murder (continued)

A total of 180 people – among them 30 women and children – were ferried off the ship, while some 70-odd men remained.

According to the WA Museum, the survivors landed on Beacon Island.

Some, including the ship's captain, navigated a longboat to Java to find help after it became clear they could not survive long on what was left of the ship's provisions.

Undermerchant Jeronimus Cornelisz assumed charge of the group, and began picking off survivors, by sending them in search of water on nearby islands, where he thought they would not survive.

His men drowned many others.

He also murdered women and children, the ill and infirm. He kept a number of women alive to subject to repeated rapes.

He was eventually overcome by a force he had sent to one of the islands, as he tried to lure them into a trap.

When the captain returned to the site of the shipwreck, he sentenced the mutineers to having their right hands chopped off, then put them to death on the gallows.

Some of the lesser offenders were returned to Holland, while another two men were left stranded on the island as punishment.

Professor Paterson said the chapter in history needed more recognition.

"I still think that we've got some way to go to realise the importance of this and other Dutch sites in Western Australia," he said.

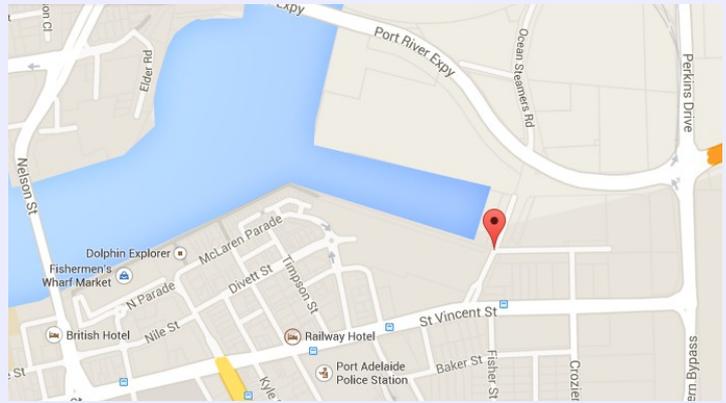
"West Australians know the story really well, particularly in Geraldton and other places, but I think there's a lot more of that story to be picked up elsewhere in the country."



Photo: An aerial view of Beacon Island off Western Australia, the scene of the Batavia shipwreck massacre in 1629. (ABC News: Sarah Taillier)

March Meeting The City of Adelaide

The March Meeting will feature a guided visit to the *City Of Adelaide* Clipper. We will gather alongside for an 11:00 am tour conducted by a member of the City of Adelaide group. The clipper is in Number 1 Dock at Port Adelaide and entry is via Wauwa Street (once Ocean Steamers Road) off St Vincent Street.



Date: Sunday March 29th 2015

Time: 11:00 am

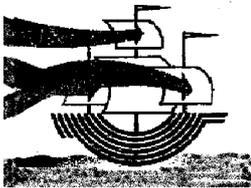
Venue: Number 1 Dock, Port Adelaide.

Cost: \$15 payable on the day.

This will be followed by a barbeque lunch at the RSAYS at Outer Harbor. Members are asked to bring their own meats, salads and drinks.

RSVP to Julian: 0414 365 294.

Membership subs are now due. Please return the form below to the treasurer at the address shown. Alternately he will be only too glad to receive your subs on 29th March. You can renew online: <http://www.fpmml.org.au/membership.shtml>.



The Friends Of The Paul McGuire Maritime Library Inc.

Membership Renewal

Ordinary Memberships are all due for renewal in January each year. Please send your \$30 to

The Treasurer,
The Friends Of The Paul McGuire Maritime Library Inc.
2 Quigley Court
ABERFOYLE PARK 5159

Name _____

Address _____

Postcode _____

Contact phone: _____ Alternative Phone: _____

We can send *Traverse Board* via email. Email Address: _____

Every member: if your contact details have changed please fill in the new details above and send the form to the Treasurer.