

The Traverse Board

Newsletter of the Friends Of The Paul McGuire Maritime Library Inc

May 2015

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

News From The Friends

From The President – May 2015

Greetings to you all, and I trust you are all in good health while preparing for the arrival of Winter! There is not much to report on this time around, but it is all good.

At the end of March a small group of Friends gathered for a tour of the clipper, "City of Adelaide".

Our guide was Peter Christopher, who has put in so much effort to secure the ship for Port Adelaide, and it was wonderful to see just how a composite hull was put together, with all the iron framing timber-clad to create a fast and for its time modern ship.



She carried many migrants to these shores and took Aussie exports back to Mother England. We then enjoyed a pleasant BBQ at the Yacht Squadron, a shame that our number was but a small one.

Our Cape Horner, Alf Jervis, achieved his centenary on April 8th, and this was celebrated on the following Sunday at the Police Museum at Thebarton, a grand gathering of Alf's family and friends. Apart from his sailing adventure, Alf was a baker, policeman and then a teacher, quite a career altogether. A high-light for me was to catch up with Dorothy Pyatt, a Friend of long standing whose own career included time in the Navy, then the police force. She is only ninety six, so her big party is a little way off yet!

Our next meeting will be on WEDNESDAY, May 20th, at the British Hotel, Port Adelaide, and Mark Sinclair will tell us of his recent circumnavigation of Kangaroo Island in his yacht "Starwave". We will have another special visitor, too, so please come along and make it a great evening.

That's all from me, see you on the 20th.

Regards, Julian.

Next Meeting

The May Meeting will feature member Mark Sinclair describing his circumnavigation of Kangaroo Island in his yacht *Starwave*.

Date: Wednesday **May 20th 2015**

Time: **8:00 pm**

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

Cost: **Donation**

Please book for dinner with Neil on 0418 821 331 or Julian on 0414 365 294.



The *Spirit of Tasmania II* in Melbourne on 2nd May 2015, top, and Devonport 30th October 2004, bottom.



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The Traverse Board

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Timeball Towers – once an essential aid to navigation, now an historical curiosity

Williamstown, Victoria

Centre for Communication



Calculating when to drop the ball fell to the responsibility of an astronomical observatory—constructed herein 1853 and later moved to Melbourne's Botanic Gardens.

A year later, a significant step in ending Australia's isolation was the building of an Electric Telegraph Station at Point Gellibrand, linking the distant colony to England. At this time the timeball was moved to the Telegraph Station.

The bluestone lighthouse was converted to a timeball tower in early 1861 and a floating lightship was moored offshore.

Keeper of the Timeball

Just before 1pm every workday, retired Able Seaman Richard Vaughan would hoist the ball to the top of the mast. When the Observatory signalled, the ball would be dropped.

"... we used to go with him when we were children. He was there in his uniform, with his walking stick—but you had to behave yourself!"

Local Marg Wiffin

In 1926, Richard fell ill for ten days and then passed away. In that time the timeball did not drop and this role was then taken on by the Melbourne Harbour Trust in June 1926. On the 1st of September 1926 the operations of the timeball tower were discontinued.

The **Semaphore** Timeball Tower was in use 1875-1932 and is the only such tower in the State. It is significant for its uniqueness and for being a relic of the era before wireless telegraphy, when the accuracy of vessels' chronometers was checked by 'rating' them against timeballs in major ports.

The Semaphore timeball was dropped at a specific time each day by an electric impulse transmitted by landline from the Adelaide Observatory. There were once at least two other timeball structures in South Australia, in Port Pirie and Port Adelaide, but both were mounted on existing buildings. (HSA 3/01)



Australian Heritage Places Registry entry 10930

Lyttelton, New Zealand.



The Lyttelton Timeball Station was one of the few of its kind left in the world.

It operated from 1876 to 1934.

Sadly, the building was significantly damaged in the Darfield Earthquake on 4 September 2010, and damaged beyond repair in the event of 22 February 2011.

There are plans afoot to restore it.



Brisbane

The Windmill Tower in Spring Hill is tangible evidence of the initial European occupation of the Moreton Bay area and important physical evidence of the development of it as a penal settlement, free settlement and separate colony.

It is the oldest convict-built structure surviving in Queensland and the oldest extant windmill tower in Australia.

The Windmill Tower is important in illustrating various key phases of the history of Brisbane. It has been used for a variety of purposes, including the grinding of grain and as a form of punishment for convicts, as a trigonometrical survey station, as a signal station for shipping, the Queensland Museum's first home, the official timekeeping device for the settlement, an observation tower, and as a site for wireless radio and telephony research and for early television research and broadcasting.

The Windmill Tower is one of only two buildings to survive from the Moreton Bay penal settlement. It is distinctive amongst other early windmill towers around Australia in being the only surviving one built by convict labour.

Other surviving towers, including the mill at South Perth in Western Australia (1837), the Callington Mill at Oatlands in Tasmania (1837), and the Mount Barker mill in South Australia (1842), were constructed by non-convict labour for free enterprise concerns.

The Windmill Tower has potential to contribute new knowledge and a greater understanding of Queensland's early settlement and development. Potential exists for archaeological evidence relating to all phases of occupation and use, particularly the convict period and evidence of the external treadmill layout and design, and the later signalman's cottage.

Australian Heritage Places Registry entry 6001730

New photos provide evidence of why HMAS Sydney sank so quickly

By Sarah Taillier ABC Western Australia

ABC News web site: Updated Sat 2 May 2015, 9:35am

New photographs of historical shipwrecks off Western Australia have provided tangible evidence into what played out in a wartime tragedy that has long been shrouded with mystery.

The HMAS Sydney was lost in November 1941 in a battle with the German cruiser Kormoran, which also sank.

All 645 crewman on board the Australian light cruiser perished.

An expedition to survey the historic World War II shipwreck appears to have uncovered why the Sydney was so quickly disabled.

WA Museum chief executive Alec Coles said high resolution images taken by Curtin University on board a subsea vessel indicated a shell hole through the bridge at the compass platform on the HMAS Sydney.

"The significance of that is there's been much controversy over many years over how a fairly modest vessel like the Kormoran could actually take out the Sydney so effectively," he said.

"And it's been thought that probably there was a direct hit on the bridge, but that's never actually been proved until this point.

"Straight away the image shows a 15-centimetre shell hole right in the middle of the bridge and that would have certainly taken out the control systems right at the beginning of the confrontation and rendered the Sydney clearly much less able to defend herself."

Although the captain of the Kormoran, Theodor Detmers, outlined a very similar account, Mr Cole said the images were the first piece of tangible evidence to back it up.

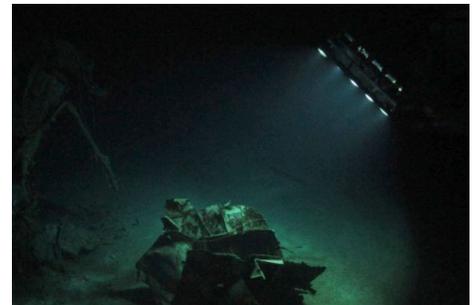
He said advanced equipment had been used to take images of the Sydney wreck and the debris around it, which lie about 2.5 kilometres below the sea's surface.

"Obviously the equipment that is available to us today in terms of high resolution both still and video equipment and the opportunity to create a proper three-dimensional model if you like, means that we're getting some incredible images," Mr Coles said.

He said photographic evidence of the shell holes was confirmation of what many people already believed. "As far as I'm concerned this image proves beyond reasonable doubt the authenticity of the story," he said.



A close-up of the previously unseen 15cm shell hole through the bridge of HMAS Sydney. (Supplied: WA Museum)



ROV captures footage of the HMAS Sydney wreck. (Supplied: WA Museum)



Captain JA Collins, Commanding officer of HMAS Sydney, congratulates his crew in July, 1940, on their victory over the Italian Cruiser 'Bartolomeo Colleoni' which was sunk by HMAS Sydney in an action off Crete. (ID number 002462: www.awm.gov.au)

Storms wreak havoc in NSW

27 Apr 2015 Marine Business

THE destructive storms which hit NSW last week left hundreds of boat owners with damaged and destroyed boats. The majority of the damage occurred on the Central Coast, Lake Macquarie and Port Stephens. Sydney Harbour and surrounding areas also recorded a considerable amount of storm damage.

Nautilus Marine CEO Lyndon Turner told Marine Business the specialist marine insurer had a number of claims reported to its office and the "wheels are in motion" to get these claims resolved.

"Some of the claims have come from marine businesses, with damaged infrastructure and marinas," said Turner.

"We've been quite lucky on the boating side, maybe due to our risk appetite."

Turner said Nautilus runs a 24/7 claims environment when there's a disaster like this. "We mobilise staff and all hands are on deck," he said.

Marine insurer Club Marine said in a statement the company's Catastrophe Response Team is on the ground with a team of specialists.

Club Marine has to date processed 237 storm-related claims and completed 55 salvage operations, with further claims expected as the week progresses.

"Our members' needs are our priority and we strive to assist them swiftly and competently in their time of need," said Club Marine CEO Simon McLean.

"Our expert claims officers and specialist assessors have considerable expertise in natural disaster response and can help members get through the claims process as simply as possible.



PIC: Marcel Vaarzon-Morel

Harper Review raises the priority for coastal shipping reform

APRIL 1, 2015 BY SHIPPING AUSTRALIA

Shipping Australia has been calling for reform of coastal shipping regulation to enable shipping to contribute effectively in Australia's domestic transport task. It is encouraging that the Harper Competition Review Panel has reached a similar conclusion.

The Panel concluded that reform of coastal shipping "should be a priority" and that "restrictions on cabotage for shipping and aviation should be removed, unless it can be demonstrated that the benefits of the restrictions to the community as a whole outweigh the costs, and the objectives of the policy can only be achieved by restricting competition."^[1]

The weight of evidence presented in submissions to last year's coastal shipping review certainly indicates that the current restrictions are harming Australian businesses.

"Shipping Australia Limited would like to see Australian manufacturers and primary producers benefit from competitive and efficient coastal shipping services", CEO Rod Nairn said.

"The current coastal trading regulations penalise Australian industries and cost Australian jobs by making it cheaper to import products than to move Australian produce around our coast."

Effective coastal shipping would be of particular advantage to Tasmania, which is entirely dependent on maritime trade, and South Australia which is a long way from their domestic markets. The other States and the Northern Territory would also benefit greatly.

"Shipping is 20 times more efficient than road and four times more efficient than rail on a tonne per kilometre basis. I would expect the environmental lobby to strongly support coastal shipping reform as it will reduce greenhouse gas emissions by moving cargo by the most efficient means", Nairn said.

Regarding prospects for change, SAL Chairman Ken Fitzpatrick acknowledged, "I know that the Federal Government is willing to make changes that will allow coastal shipping to operate properly. Shipping Australia Limited would like to see a bipartisan approach to this essential reform in order to provide long term regulatory stability but the Federal Opposition has made it clear that they won't support any change.

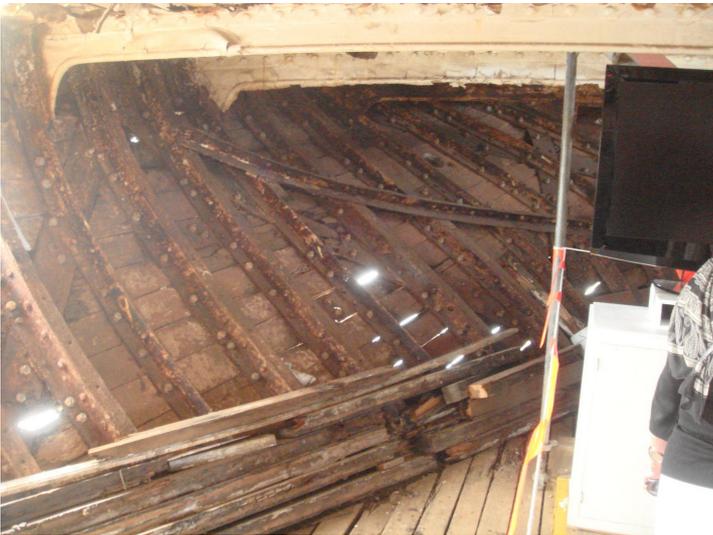
"Therefore we call on the independent Senators to act in the interests of their State and of Australia as a whole, to work with the Government to make amendments to coastal shipping regulation that will allow Australia to take advantage of the international shipping already transiting Australia's coast to move domestic cargo cost effectively."

[1] Competition Policy Review Final Report, March 2015, page 210

City of Adelaide Visit



Peter Christopher explaining features of the ship to the group.



The rudder



The McGuire Group after the tour.

Photos Barry Allison

Cruise tourism sees record visits to SA, as Government targets growth

ABC News - Posted 28 Mar 2015, 10:58am



Queen Mary 2 Photo: Queen Mary 2 will be making a sixth visit to Outer Harbor in Adelaide. (Maurice Berry: ABC Contribute)

Two cruise ships will be visiting Adelaide this weekend as South Australia enjoys a record year for sea visitors.

The Voyager of the Seas docked at Outer Harbor on Saturday, and the Queen Mary 2 will berth on Sunday.

Tourism Minister Leon Bignell said 32 cruise ships had visited the state's ports in the current season, up from 26 in the year before.

Mr Bignell said 38 ships already were booked to visit next cruise season.

"Visits to Adelaide between November and the end of March included the largest ships operating in Australian waters this summer, the Celebrity Solstice, the Voyager of the Seas and the return of the Queen Mary 2 for the sixth consecutive year," he said.

Mr Bignell said visiting passengers spent up big and benefited the local economy, so the Government had worked hard to ensure facilities were up to scratch.

"We've really worked hard on that, so we've improved the docking facilities down at Port Adelaide, we've put a second gang plank in there so people can get off and on the ship a lot quicker," he said.

"Over at Port Lincoln and Kangaroo Island, we've also improved the facilities there."

Mr Bignell said cruise visitors were being targeted by SA as an area for economic expansion.

"The Government is working with domestic and international cruise lines to develop SA cruises and to ensure we offer and deliver the best SA has to offer for all cruise passengers," he said.

"We have set an ambitious target of 43 visits to SA ports, generating an estimated \$17 million in direct passenger expenditure, by 2020 and we are confident we can get there."



The *Pacific Jewel* in Penneshaw on a fairly windy 17th March 2015. The launches were making many trips from the jetty to the ship.

The Kangaroo Island port for cruise ships was switched a few years ago from Kingscote to Penneshaw because the typical cruise ship could get much closer to shore at Penneshaw.



The *Sea Princess* approaching the wharf in Auckland in the first light of 11th October 2012

Anchoring the history of famous shipwreck



THE 160th anniversary of the Nashwauk shipwreck will be commemorated in Moana next week.

The Moana and Seaford Community Association is bringing together descendants of the ship's passengers for a private unveiling of the Nashwauk's two-tonne anchor. The anchor now sits on Nashwauk Ave after spending the past 18 months in an exhibition at the National Museum of Australia in Canberra.

It is one of the last visible reminders of the ship, which ran aground near Moana on May 13, 1855, with 300 Irish migrants on-board.

Moana and Seaford Community Association treasurer Joanna Chappell says the anchor is an important part of the area's history.

The anchor was previously inside the Moana Beach Tourist Park grounds before being taken to Canberra for the National Museum exhibition.

Ms Chappell said the association had pushed Onkaparinga Council to put the anchor in a place where it could be appreciated by more people.

6 May 2015 Southern Times Messenger Erin Jones

Photo City of Onkaparinga

Sewol ferry disaster: South Korean court finds captain of sunken ferry guilty of murdering 304 people

ABC News - Updated Tue 28 Apr 2015, 5:30pm

A South Korean appeals court has found the captain of the Sewol ferry that sank a year ago guilty of murdering the 304 people who died in the disaster and upped his sentence to life imprisonment.

The ruling in the southern city of Gwangju overturned a lower court decision which had acquitted Lee Jun-Seok of murder charges in November, convicting him instead of gross negligence and sentencing him to 36 years.

Most of the victims were high school students on an organised trip and their families had been outraged by the murder acquittal.

During the appeal hearing, prosecutors had asked the court to reconsider the most serious charge of murder through wilful negligence.

They also insisted that Lee, 69, deserved execution, arguing that he had abandoned his passengers in the clear knowledge that they would die.

"Captain Lee's irresponsible activity led to the death of young students who perished without realising their dreams ... and he inflicted an incurable injury on their parents," the high court said in its ruling.

"He gave up his duty as captain ... and must be separated forever from our society."

It added that Lee's actions had seriously damaged South Korea's national image.

Sinking due to illegal redesign to increase cargo capacity

The Sewol was carrying 476 people when it went down off the southwest island of Jindo on April 16 last year. Of the 304 who died, 250 were pupils from the same high school.

The tragedy shocked and enraged the country as it became clear that it was almost entirely manmade — the result of an illegal redesign, an overloaded cargo bay, an inexperienced crew and an unhealthy nexus between operators and state regulators.

Lee and his crew were publicly vilified, especially after video footage emerged showing them escaping the vessel while hundreds remained trapped on board.

Reacting to Tuesday's murder conviction, Jeong Hye-Sun, the mother of one of the students who died, said she was still unhappy that Lee had escaped a death sentence.

"What's the difference between 36 years and a life sentence for an old man? He should have been sentenced to death," Ms Jeong told AFP.

At the original trial, Lee said he had committed a crime for which "I deserve to die", but strenuously denied he had ever intended to sacrifice the lives of the passengers.

Fourteen crew members were given prison terms ranging from five to 30 years in November, but the appeals court cut those down to between 18 months and 12 years.

Reuters/AFP

First posted Tue 28 Apr 2015, 3:51pm



PHOTO: Lee Jun-Seok was jailed in November 2014 for 36 years for gross negligence and dereliction of duty over the Sewol sinking. (AFP: Ahn Young-joon)

Next Meeting

The May Meeting will feature member Mark Sinclair describing his circumnavigation of Kangaroo Island in his yacht *Starwave*.

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Anzac makes friends Istanbul

Royal Australian Navy - Published on 09 May 2015 LEUT Des Paroz (author), LSIS Paul McCallum (photographer)

Following a series of successful activities around the Dardanelles and the Gallipoli Peninsula for the Centenary of Anzac, the Australian Navy's helicopter frigate HMAS Anzac made a port visit to Istanbul where the crew participated in several diplomatic events, and took the opportunity to get take in the history of the ancient city.

Located at the crossroads of Europe and Asia, Istanbul has been a strategic centre of authority throughout the ages, playing critical roles in the Roman Empire and later the Ottoman Empire, as well as in the modern world.

Together with her sister ship, New Zealand's HMNZS Te Kaha, Anzac berthed on the Bosphorus in front of Topkapi Palace, the former home of the Ottoman Sultans, providing stunning views of the 'old walled city' of Constantinople, the Bosphorus and the 'new town'.

After making official calls on the Mayor of Istanbul, the Governor of Istanbul and the Turkish Navy's Northern Straits Commander, Anzac's Commanding Officer, Commander Belinda Wood, together with Australia's Consul-General in Istanbul, Mr Lino Strangis, co-hosted an official reception onboard the ship.

Government officials, business people and military officers from Turkey, and the Australian and international communities in Istanbul attended the evening which concluded with a traditional Ceremonial Sunset ceremony.

The ceremony was conducted by Anzac's Ceremonial Guard and a detachment of the Navy Band and included well received renditions of the Australian and Turkish national anthems sung by Able Seaman Kirsten Hobbs.

"It was an overwhelming experience to see the audience respond to both anthems.

"It was humbling that people were clearly moved by the anthems, and to receive applause from our guests was the highlight of my career as a Navy musician to date," Able Seaman Hobbs said.

In attendance at the reception was Australia's Federal Opposition Leader, the Honorable Bill Shorten, MP.

"In this last week we have celebrated the birth of three modern nations – Australia, New Zealand and Turkey," he said.

"The modern identity of each was forged in the conflict of World War I.

"Today, Turkey is an important democracy in this region, and as Australians, we look forward to growing deeper and more formal ties between our two nations.

"Anzac's presence here is an important part of growing these ties," Mr Shorten said.

On the second night, a contingent of Anzac's officers were honoured to be invited to a reception at the Turkish Navy's Sariyer Officers' Club on the banks of the Bosphorus Sea, where the friendly ties were further developed.

Throughout her few days in port, Anzac's crew had a chance to experience the sights, sounds and culture of Istanbul.

As with many of his crewmates, Able Seaman Nathan Penny was struck by the mix of old and new.

"Istanbul is a modern city, with a population bigger than Australia's four largest cities combined.

"There is a lot to take in, with ancient buildings, bazaars and monuments, sitting alongside modern shopping centres and facilities as good as you would find anywhere," Able Seaman Penny said.

For Commander Wood, the visit to Istanbul capped off an exhausting but successful week of Centenary of Anzac events.

"Anzac has travelled over 11,000 nautical miles to be part of the Centenary of Anzac.

"My team has performed that job well, and now we have been able to spend a few days in Istanbul, where we have seen first hand the depth of history, and the modern civilisation that is Turkey – a former foe who has shown itself to be a good friend to Australia.

"We hope that Anzac's visit here has played a small but important role in continuing to build the relations between our countries," Commander Wood said.

Before leaving Turkey, Anzac's ship's company will have the opportunity to undertake battlefields tours of Gallipoli prior to continuing on a series of international engagements throughout Europe and Africa as part of her NORTHERN TRIDENT 2015 deployment.



Seaman Communication Information Systems Fynn Henderson and Able Seaman Communication Information Systems Benjamin Gray present the Australian White Ensign after lowering the flag as part of a Ceremonial Sunset onboard HMAS Anzac in Istanbul.