



The Traverse Board

Newsletter of the Friends Of The Paul McGuire Maritime Library Inc

September 2015

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

News From The Friends

PRESIDENT'S REPORT September 2015

Spring is here, hooray! And I trust you all cruised through winter without too much pain, it is certainly good to feel the slight rise in temperature at last.

In July we gathered once again at the British Hotel for a pleasant dinner and to see the film acquired by Neil on the sinking of the Russian cruise ship "Mikhail Lermontov" in New Zealand waters.



There was not much humour in this film, in fact it did not paint a very good picture of the way things were handled by the Kiwi officialdom. And it is amazing that only one person lost his life, trapped in the engine room.

For our next meeting circumstances dictate that we revert to a Monday evening, September 21st, to enjoy a talk by Kingsley Haskett, proprietor of Searles' Boatyard, or rather what is left of it after the Government's act of vandalism in Port Adelaide. His topic will no doubt cover some of the history of boat-building in the Port, and promises to be very interesting, so please come along.

October will bring us together again for our annual dinner, on Thursday, 29th. This will take place at the Royal S.A. Yacht Squadron, but this time we will be able to enjoy the newly rebuilt dining room, which was not quite ready for us last year. I do hope to see as many of you as possible for a pleasant evening of good food and wine, in excellent company.

I'll wind this up now, to give Neil a chance to get the Traverse Board out to you in good time.

Regards, Julian.



The Kingscote Jetty from Reeves Point, the site of the South Australia Company's first depot in the colony. The remains of the jetty used for transporting basalt to Port Adelaide can be seen in the foreground.

Next Meeting
Monday 21st September 2015
Kingsley Haskett
 Kingsley will reflect on the various goings on in Port Adelaide in his years there.
British Hotel Port Adelaide 8:00pm (7:00pm for meal)
 Please book dinner with Neil 0418 821 331 or Julian 0414 365 294.

Mishap at Kingscote

Early Monday morning 24th August 2015 Kangaroo Island Marine Adventure's relatively new tourist boat capsized at its moorings near the Kingscote Jetty.

There had been a strong wind during the night which contributed to the mishap.

The boat's owner, Andrew Neighbour, is to attempt to salvage the boat.

KI Marine Adventures has been operating for over 10 years, and provides its boat for the Kangaroo Island / Victor Harbor Dolphin Watch group.



Salvage work underway



In happier days – the boat at speed.

The Traverse Board
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NUSHIP Adelaide Begins Final Sea Trials



In preparation for delivery later this year, NUSHIP Adelaide began her final period of sea trials on 19th August.

The second of the Landing Helicopter Dock (LHD) ships being built for the Royal Australian Navy (RAN) will leave the BAE Systems' Williamstown shipyard and head up the eastern coast of NSW to the Jervis Bay area.

About 200 BAE Systems employees, equipment/system subcontractors, RAN crew members and representatives from the Department of Defence Capability Acquisition and Sustainment Group will be on board to support the trials which are expected to last 10 days.

Pivotal to this period of sea trials will be testing of the ship's combat and communications systems in a range of scenarios to validate the systems' capabilities. Like her sister ship HMAS Canberra that was delivered by BAE Systems last October, HMAS Adelaide is the largest and most complex type of vessel that the RAN operates.

When she returns from sea trials, NUSHIP Adelaide will be prepared for delivery. The RAN will have the opportunity to perform various routine alongside exercises as it continues to build its capability for crewing the vessel while the ship compartments and systems are progressively handed over to the NUSHIP Adelaide crew.

The crew has already been trained for its role on the RAN's second Landing Helicopter Dock ship.

Naval Today

Club Med 2

From Wikipedia, the free encyclopedia

Club Med 2 is a five-masted computer-controlled sailing ship owned and operated by Club Med and operated as a cruise ship. It combines the power of seven computer-operated sails with more traditional diesel-electric power, having four diesel generators that power two electric motors.

The *Club Med 2* was launched in 1992 in Le Havre, France. Her sister ship the *Club Med 1* was sold to Windstar Cruises and renamed *msy Wind Surf* in 1998.

The ship, one of the largest sailing cruise ships in the world, carrying up to 386 passengers with a crew of 214, sails the waters of the Mediterranean and Adriatic Sea in the summertime, and the Caribbean in the winter, finding her way into anchorages larger cruise ships cannot reach.

The ship provides ballroom dancing, bridge and music, and sails at night making a stop each morning. A water sports deck can be deployed from the stern. The *Club Med 2*'s European destinations include ports in the Mediterranean, Adriatic, and Aegean Sea. Transatlantic voyages are offered in the spring (eastbound) and fall (westbound).

History

The ship was based on Windstar Cruises' smaller 5,350-ton, 148-passenger *Wind Star*, *Wind Spirit* and *Wind Song* motor sailing yachts. All were built by Société Nouvelle des Ateliers et Chantiers du Havre, France.



Rankin catches Leeuwin home

Published on 19 August 2015 Ashleigh Tapper (author), Ashleigh Tapper (photographer)

Dirk Hartog Island off Western Australia was the backdrop to a maritime rendezvous in June when Sail Training Ship Leeuwin II encountered Royal Australian Navy submarine HMAS Rankin returning home from a South-East Asian deployment.

More than 30 young people aged 14–25 were pleasantly surprised by the chance meeting; many of the trainees with a prime vantage point of the submarine, from aloft in the Leeuwin's rigging.

HMAS Rankin had conducted a boat transfer in Carnarvon earlier in the day and was transiting to water deep enough to dive in when Leeuwin II was sighted slowly making her way south in the light breeze.

After sighting the sailing ship, Rankin's Officer of the Watch, Sub Lieutenant Allan Dennis hailed the Leeuwin II on VHF and arranged to circle her at high-speed before positioning on her starboard beam at approximately 500 yards and diving.

No stranger to the sailing vessel, Sub Lieutenant Dennis had previously joined nearly 30 other young people in January 2014 to participate in a Leeuwin II voyage.

"I found it rewarding to give something back to Leeuwin because the Foundation is about providing experiences and the opportunity to see a submarine is rare enough let alone interacting with one at sea," he said.

"The opportunity to see a submarine diving is one which even most submariners haven't seen, as they're always on the inside!"

Captain Colin Jones, ex-Navy Commander and current relief Master of the Sail Training Ship said he had never seen a submarine dive alongside throughout his entire 39 years in the Navy.

"It was quite unusual to come across a submarine out at sea, the trainees were quite excited," he said.

Leeuwin II was half way through a youth leadership voyage to help young people develop key life skills through the unique medium of tall ship sailing.

Sub Lieutenant Dennis said he enjoyed his Leeuwin voyage and hoped to return in future as a volunteer crew member.

"It was more of a personal interest spawned through my job," he said.

"I wanted to learn the mechanics of traditional sailing ships."

The Leeuwin crew welcomed Rankin's Commanding Officer Doug Theobald and Sub Lieutenant Dennis onboard exchanging plaques and providing a tour of the vessel.

Leeuwin's Chief Engineer, Alf Green, had also worked in the Navy for 24 years before he joined the Leeuwin Foundation.

Winnable Foundation CEO Anne-Marie Archer said they looked forward to continuing warm relations with the Navy community.

"We hope to see more young Navy Personnel aboard Leeuwin and young Leeuwin Volunteer crew touring submarines," she said.

Royal Australian Navy



Sub Lieutenant Allan Dennis, Commanding Officer Doug Theobald and STS Leeuwin II Relief Captain Colin Jones. (photo: Ashleigh Tapper)

Subject: Acknowledgement of donation
From: "Balagengadaran, Valerie (SLSA)" <Valerie.Balagengadaran@sa.gov.au>
Date: 4/09/2015 11:52 AM
To: "nwaller@internode.on.net" <nwaller@internode.on.net>

Dear Neil,

On behalf of the Libraries Board of South Australia, I would like to thank you, Mark Sinclair and the Friends of the Paul McGuire Maritime Library generally for presenting the item:

Early encounters with Australian shores /Rupert Gerritsen
[Canberra, Australian Capital Territory], Australia on the Map Division of the Australasian Hydrographic Society, 2015

Your ongoing interest in our maritime collection is much appreciated. During these times of stringent funding, it is comforting to know that the McGuire bequest is not subject to the vagaries of economic conditions.

Yours sincerely,

Valerie Balagengadaran
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THINK B4U Print

New depths and new colours

Published on 27 August 2015 LCDR Chloe Wootten (author)

Navy has some seriously high flying quiet achievers, especially the sailors and officers of the Laser Airborne Depth Sounder Flight, based out of Cairns.

The Flight is a key Royal Australian Navy asset that enables the Australian Hydrographic Service to produce highly accurate nautical charts for the safety of navigation and life at sea.

Currently under the command of Lieutenant Commander Susanna Hung, Navy personnel work in conjunction with civilian contractors to provide a specialised capability operated by only a few military organisations in the world.

The team is about to embark on an eight-week deployment to Norfolk Island to support improved charting of the remote maritime spot using the latest technology from the air.

Petty Officer Hydrographic Systems Manager Russ Hinze is the Flight Survey Coordinator on board.

"A lot of the team are excited about the upcoming deployment to Norfolk Island," he said.

"It is an area of such historical significance to the settlement of Australia and it will be interesting to compare the data we collect to that collected by Captain Cook in the late 1700s."

Since 1920, the Royal Australian Navy has been responsible for surveying and charting Australian waters, with the Australian Charting Area currently covering an area of approximately one-eighth of the Earth's surface. This includes the waters surrounding Australia and its external territories, the Australian Antarctic Territory and Papua New Guinea. In conjunction with six hydrographic survey vessels, the Laser Airborne Depth Sounder Flight enables the Navy to meet its charting obligations.



Since 1920 the RAN has been responsible for surveying and charting Australian waters, with the Australian Charting Area currently covering an area of approximately 1/8th of the Earth's surface.

Chief Petty Officer Hydrographic Systems Manager Michael Baker is one of the most experienced members of the crew and will also deploy to Norfolk.

"It will be interesting to compare the data with the HMAS Flinders' survey circa 1993 which I undertook as a Seaman Survey Recorder – that was the first time we utilised differential GPS (dGPS) for positioning," he said.

Capable of surveying up to 40 square nautical miles per day over a seven hour sortie, utilising a modified de Havilland Dash-8-200 aircraft fitted with state of the art sensors and a bathymetric laser, the crew typically fly 140 survey sorties each year.

A record 180 sorties were flown in the last financial year—the highest achieved in their history. This resulted in over 6000 nm² surveyed—a remarkable feat of which everyone who has contributed is deservedly proud.

"180 sorties is an amazing achievement and I'm proud of the team," said Lieutenant Commander Hung.

"They have been tirelessly flying six days a week over the months April – June to make this milestone.

"The Flight has been the survey work horse over the last financial year," she said.

The completion of a new paint scheme for the Dash-8 aircraft will complement the deployment and recent milestone—the first complete re-paint since it replaced the F27 Fokker aircraft in 2009.

The Navy logo is now in a highly visible position on the tail of the aircraft, along with a number of other changes to the layout. Unexpected efficiencies gained following the repainting work package is the reduction in weight aircraft allowing for additional endurance and greater achievable transit airspeed.

Leading Seaman Hydrographic Survey Operator Brendan Palmer is looking forward to the change of scene.

"It's great to be apart of a unit where so much can be achieved in just eight weeks - everyone is looking forward to surveying an area vastly different to the Great Barrier Reef," he said.

Deploying to Norfolk Island will improve nautical charting in the area for the safe navigation of coastal and commercial shipping. The Flight aims to achieve in just two months what would typically take a hydrographic survey vessel over a year to complete.

Although based in Cairns for the majority of the year, the entire unit is capable of deploying for up to nine weeks (a contractual limitation) to any location in the world.

Copyright Royal Australian Navy.

Kangaroo Island / Victor Harbor Dolphin Watch

Kangaroo Island / Victor Harbor Dolphin Watch is an award winning community volunteer project in partnership with Whale and Dolphin Conservation, monitoring dolphin populations on Kangaroo Island since 2005 and Victor Harbor since 2011. Developing understandings of custodianship of these fascinating creatures and their habitats, dolphins are monitored unobtrusively, minimising impacts and behavioural change, collecting vital baseline data to globally inform practise.



Scientists and dedicated volunteers of all ages collaborate on effective “Citizen Science” in surveys on Eco Tourism vessels; Kangaroo Island Marine Adventures and The Big Duck Boat Tours in Victor Harbor, contributing a staggering number of hours over 9 years. Images and video footage are collected, identifying individual dolphins by distinctive dorsal fins and body markings. Vital data is recorded on movements and habitats, creating a sustainable, longitudinal study of extraordinary international significance.

Dolphin Watch is a brilliantly adaptable model for building coastal communities’ resilience and preparing for climate change issues. Creating a common focus for collaborative endeavours provides a perfect vehicle for galvanising cooperative effort. Focussing on an iconic, umbrella species allows for broadscale education about impacts and how to collaborate to mitigate anticipated effects. If we care for dolphins and habitats, we effectively conserve everything. Providing alternative incomes for struggling island communities, dependent upon ocean produce through involvement in rapidly burgeoning Research Tourism, dolphin and whale watching, developing quality marine sanctuaries and precincts with high appeal - there is much to be learned from this small island’s Dolphin Watch experience.

In a new innovative strategy Dolphin Watch joined forces with SA’s tourist icon KI Sealink, providing global education and enhanced data collection through involvement of 70,000+ annual ferry passengers with potential for wider impact through Sealink’s expansion into Sydney, Townsville and Darwin. This social agenda initiative value adding to client experiences through nonfinancial interactions is cutting edge Research Tourism.

A perfect example of lifechanging effective community action and custodianship - caring for our environment and natural resources, making global impacts and bringing about change. Focussing on welfare of an iconic species, our ocean equivalent, we highlight and address threats to lifestyles and habitat. Through widespread community involvement, including scientific entities, scope and impact are enormous relative to the volunteer base.

Volunteers, scientists and dolphins..... truly a magical mix!!

Changing hearts and minds ...one heart, one mind at a time.....

Dolphin Watch’s Charter

- Reengaging students, teachers and volunteers of all ages in education through their environment
- Contributing to knowledge and understandings about Cetaceans in our environment
- Developing a baseline position with respect to population groups and habitat around the coastline
- Protecting dolphins, whales and their environment
- Assisting other communities to develop similar Cetacean protection and study programs
- Providing personal growth and leadership opportunities for youth

A “guiding light” for us over the years has been Margaret Mead’s wonderful quotation which is particularly relevant for us currently:

“Never doubt that a small group of thoughtful committed citizens can change the world; indeed, it’s the only thing that ever has.”

Similarly John Kennedy Snr; Hawthorn AFL Coach 1975:

“At least DO SOMETHING! Don’t think, don’t hope, do!”

From their Facebook page.



2015 Annual Dinner

Royal South Australian Yacht Squadron, Outer Harbor

Thursday 29th October 2015

6:30pm for 7:00pm

Please join us for our 2015 Annual Dinner in the Dining Room of the R.S.A.Y.S.

Please book dinner with Neil 0418 821 331 or Julian 0414 365 294 or reply to neil@fpmml.org.au by 26th October 2015.

Independence rebuilds American River

The Islander 8th September 2015

Before the keel of an historic ship replica is even laid, The 'Rebuild Independence' project has already 'rebuilt' the waterfront at American River wharf, according to RIG committee member Trevor Hammond.

"From the seed of an idea, sown with the wish to revitalise the once busy and thriving maritime nature of this quiet town in one of Kangaroo Island's most scenic locations, an impressive building has mushroomed up," Mr Hammond said.



Credited with being the first ship ever built in South Australia – 33 years before the state was proclaimed – the Independence was built in 1803 by American sealers then based in American River.

"The locally-based Rebuild Independence Group, (RIG), formed three years ago as an offshoot of the American River Progress Association, will build a sea-going replica as near as possible to the original ship," he said.

"The new Independence will then operate as a live exhibit of the island's maritime ancestry, providing visitors the opportunity to experience a taste of life as it was 200 years ago."

The large boatshed – built mainly with volunteer labour – that houses the RIG project is the first tangible sign of the group's progress and marks three years of patient and careful preparation.

RIG acknowledged the generous support of the Kangaroo Island Council, as well as cash and in-kind support received from numerous donors.

"Vital fundraising has been greatly assisted by the granting of Gift Recipient Status, making donations deductible," Mr Hammond said.

A solid timber keel for the Independence has been donated by the Enterprise Trust in Melbourne, and machine tools and other equipment have been donated by a local retired engineer.

The building includes a café, which will provide an income to support the ship-building activities and be an initial focal point for locals and curious visitors.

As well as coffee, food and a range of souvenirs, the Deck Café will offer a stunning view over the picturesque waters of American River harbour, home to a growing number of watercraft.

"Visitors will also be able to view the progress of the ship-build at close quarters and observe many traditional boat-building skills in use."

The first stage – boatshed and café – will be officially opened on Sunday October 4, less than six months from the initial site preparation. Boat construction will start immediately after.

The RIG is seeking funding for an Interpretive Centre, to be housed within the boatshed.

This would enable visitors to learn about the Independence, American River, and their place in the birth of Kangaroo Island and South Australia.

The recent announcement of a major tourism development nearby will focus much attention on American River and provide a further boost the RIG's project.