

The Traverse Board

Newsletter of the Friends Of The Paul McGuire Maritime Library Inc

May 2016

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

News From The Friends

PRESIDENT'S REPORT

Autumnal greetings to you all, as we wind down from a delightful summer, I hope we all fare well during the approaching winter. Very pleasant weather today after a nasty blow last Monday, don't want too much more of that stuff, with the giant tide and all, makes one think of what may lie ahead, somewhat.

But cheer up, the good ship "One and All" is alive and well, and at our March meeting Annie Roberts addressed us concerning future plans for the ship.

Her task is promoting and co-ordinating the operations of the ship to ensure maximum value for the people, especially the younger ones, of our state. It was a good meeting, with lots of ideas being put forward for consideration. Annie is one person putting her all into our lovely ship, have no doubt!

Our May meeting will occur in June, Sunday 5th to be precise, and will be in the form of an excursion aboard the paddle steamer "Oscar W" lying at Goolwa, following lunch, probably at the Corio Hotel. The Friends have not ventured very far afield for a long while, so I hope that as many as can will come along to enjoy the experience. I for one can hardly wait for my very first chance at this, so please join me then. Obviously bookings will need to be made for this, details are elsewhere in this edition.

And what about the submarines? Are we confused, will anyone say what is really happening, or is that just too much to hope for?

Your Editor has just about recovered from a knee refit, and now I hear that Valmai H is in dock for something similar, so we wish her a speedy re-launch, with minimal pain.

Time to close this message now, all the best, and see you on the "Oscar"!

Regards, Julian.



Next Meeting

Sunday 5/6/2016

Goolwa Visit

See back page for details.

Please book lunch with Neil 0418 821 331 or Julian 0414 365 294 by 30th May 2016.

Ronald Herbert Parsons, Historian And Author

Prolific local maritime historian Ronald Parsons passed away peacefully in the care of Aminya Village, Mannum Tuesday 10th May 2016 at the age of 93 years.

Ron was extremely interested in shipping both in South Australian waters and elsewhere and recorded his interest in many books, quite a few self published.

The State Library catalogue records 172 works by Ron.

He was privately cremated.



Yachting at Goolwa



British

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Costa Concordia's Captain Appeals Conviction

By MarEx 2016-04-28 18:24:18

<http://maritime-executive.com/article/appeal-trial-begins-for-costa-concordias-captain>



Costa

Image courtesy Roberto Vongher

The captain of the wrecked cruise ship Costa Concordia, Francesco Schettino, has appealed a court decision convicting him of multiple manslaughter and other charges for his part in the fatal 2012 disaster.

In February of last year, Schettino was sentenced to 16 years in jail. His defense argues that the court was mistaken in charging him with primary responsibility for the wreck, which resulted in the deaths of 32 people.

Legal counsel Saverio Senese suggested that there were other factors leading to the accident, "and we hope to be able to show that." Senese pointed to shipowner Costa Crociere, the actions of the Concordia's helmsman, and to coast guard authorities for partial responsibility.

"We will ask that the responsibility of all the protagonists in this affair be redefined, not just that of our client," said Donato Laino, another member of Schettino's legal team.

At the same time, the prosecution intends to ask the court to go in the other direction, and to increase Schettino's sentence to 27 years' imprisonment. His current sentence includes 10 years for manslaughter, five years for causing the disaster and the costly salvage operation that followed, and one year for abandoning ship before his passengers.

The prosecution said Thursday that the partial culpability of any other parties was beyond the scope of the captain's trial. "It also lies with others, but that does not clear Schettino," said prosecutor Alessandro Leonizzi.

Five other crew members entered plea bargains and were sentenced in connection with the disaster, with shorter terms in the range of two to three years.

So far, owner Costa Crociere has only received a civil penalty in the amount of \$8 million, for survivor compensation. This came to about \$34,000 per individual, and lawyers for survivors groups suggested that they intend to seek additional damages.

Akaroa Harbour, South Island New Zealand



Royal Australian Navy facing calls to apologise after speeding warship damages boats in New Zealand

Exclusive by defence reporter Andrew Greene Australian Broadcasting Corporation
Updated 4 Mar 2016, 5:06pm

A speeding Australian warship is being blamed for damage caused to boats and a fish farm inside a tranquil New Zealand waterway.

HMAS Warramunga has been conducting advanced navigation training in New Zealand for Australian and Kiwi navy students.

Last week, locals in the picturesque Marlborough Sounds said they spotted the Anzac Class frigate speeding through their sheltered harbour.

Paul Keating from local advocacy group Guardian of the Sounds said several boats and a walkway were damaged.

"Twelve people rang the harbour master that day to lay complaints and one of them was, I believe, from the salmon farm," he said.

"We haven't been given any reason why they chose to drive into the bays and then do very sharp turns."

'We would welcome an apology'

Marlborough Sounds harbour master Luke Grogan said his powers only covered civilian watercraft, and Navy warships were not bound by maritime law to keep to speed limits.

Nevertheless, he made contact with the Commander of HMAS Warramunga.

"Navy vessels operate outside our jurisdiction so in many ways my contacting the Navy was just to make a request that they consider the information that I was able to provide and perhaps alter their operations based on that information — and ultimately they did," Mr Grogan said.

In a statement, Defence said: "Warramunga was aware of, and sensitive to, local aqua culture farms in the area, and following public concern adjusted its training."

Mr Keating said locals would also appreciate an apology.

"Just to say, 'look, sorry, we haven't done that before, what we did at that time wasn't really acceptable, and these are the reasons why'," Mr Keating said.

"We would probably welcome that."

Defence Minister Marise Payne said she was satisfied with the Navy's response.

"I understand that there was an incident attached to a joint training exercise in the Marlborough [region of] New Zealand, and we, after community concerns were raised, have indicated that we'll adjust our approach to that training and I think that's a very important step to have taken," she said.

"I'll talk to the Chief of Navy, but as long as we're looking after what we need to look after, and we're doing the right, thing that's the most important thing to me."

First posted 4 Mar 2016, 12:34am



PHOTO: HMAS Warramunga had been conducting advanced navigation training in New Zealand. (Australian Navy: ABIS James Whittle, file photo)



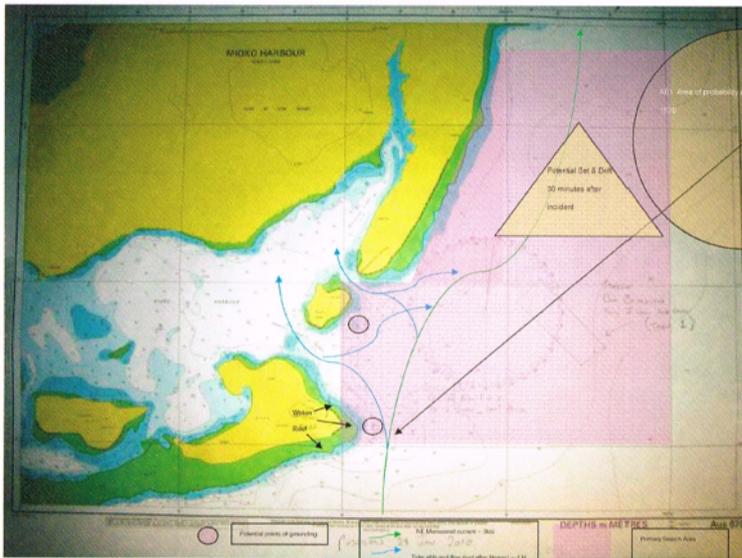
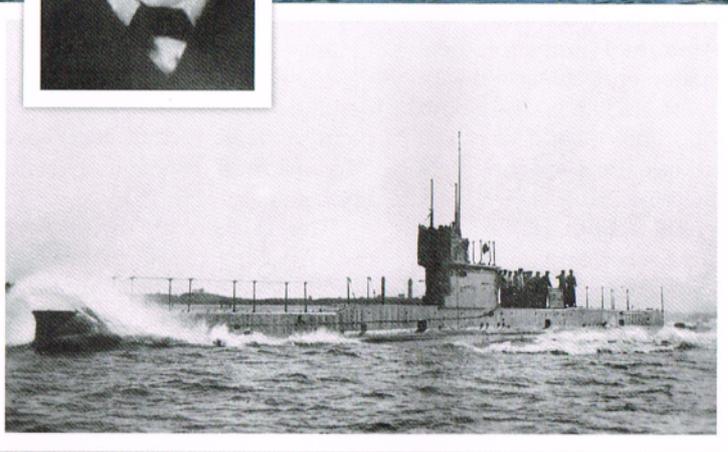
The following 2 articles are reproduced from the National Trust News, the national publication of the National Trust of Australia.

Items of Maritime interest are fairly rare but these appeared in consecutive issues.

Submarine AE1

keeps her 102 year secret – for now

RUSSELL BISHOP



TOP TO BOTTOM Search area off Duke of York Islands, PNG. P Briggs. AE1 Stoker Jack Messenger. V Ryan. Australian naval submarine AE1 was just over 55m long with a surface speed of 15 knots. A02595. Australian War Memorial. Main AE1 search area.

Late on a hazy afternoon in September 1914, a mystery took shape off the eastern tip of Papua New Guinea that continues to confound Australians more than 102 years later: the baffling disappearance of our first submarine.

With another hi-tech search concluding in November without a trace, the intriguing saga of what happened to AE1 and her crew of 35 remains alive in the national psyche.

With the support of the Government of PNG, the backing of the Australian Navy, the Australian National Maritime Museum, the Submarine Institute of Australia and a number of Australian companies and individuals, a team of maritime scientists and former submariners believed it had narrowed down AE1's final resting place east of the Duke of York Islands.

Over five days, and with the assistance of a state-of-the-art, high definition, multi-beam echo sounder fitted to a specialist survey vessel, the team searched an area of around 126 square kilometres.

For search leader, Retired Admiral Peter Briggs, the disappointing result also has an upside.

"I think the search was very effective and I'm quite confident if the submarine was there inside the 200 metre mark, we would have found it," he said.

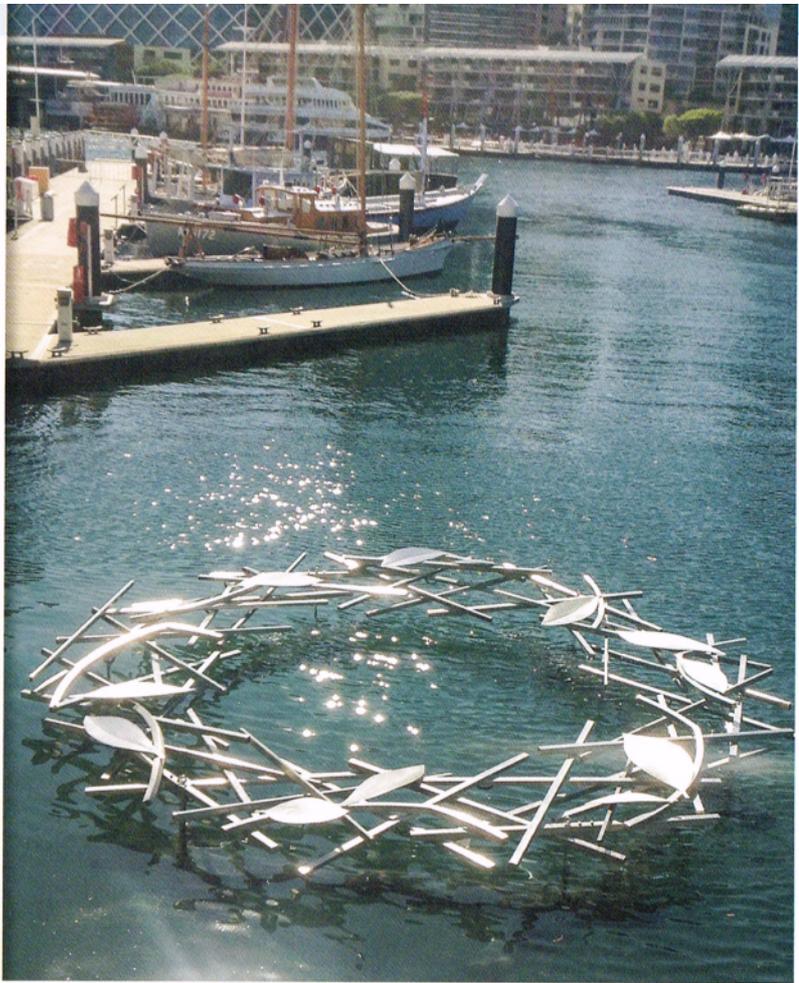
"We found a dive wreck which was significantly shorter than AE1 by around 14 metres in 217 metres of water and got very good, accurate dimensions off it with the sonar so that gave me confidence that the gear and the team were up to the task."

The key facts of AE1's disappearance are undisputed. A little more than a month after Australia joined World War One, submarines AE1 and AE2 were tasked to escort ships of the Australian Naval and Military Expeditionary Force (AN&MEF) sent to seize the German military garrison and wireless station at Rabaul.

With the Australian fleet at anchor off Rabaul and potentially at risk from ships of Germany's Pacific Squadron, AE1 and HMAS Parramatta were ordered to patrol the approaches of the harbour. Parramatta's last contact with AE1 was at 14:30 on September 14th off the Duke of York Islands.

Immediate searches could not find wreckage or oil spill and subsequent attempts over the years to locate the submarine, which is thought to be intact, have also come to nothing.

For descendants of the 35 crew in Australia and Britain, the AE1 riddle is a source of continuing unease. Vera Ryan, of Lilyfield in Sydney, who lost her uncle Jack Messenger in the tragedy, says there's a strong emotional link to the AE1 story that even her grandchildren share.



Mrs Ryan is part of a group of AE1 descendants in Australia and Britain who receive regular updates about research into the submarine's disappearance and the continuing drive to find the wreckage.

"Although there is a certain disappointment the latest search has not been successful, the journey over the past five years has fully compensated descendant family members. The crew has been sensitively remembered and acknowledged, we have four wonderful memorials and the story of AE1 has been told," she says.

The next chapter in the search for AE1 could be rewritten later in 2016 if the federal government approves funds for a search in deeper water around the same area off the Cape York Islands but using different technology.

"The way to get at that is with a towed, side-scan sonar which you tow down 25 metres off the bottom to spot objects sitting up from the bottom and a magnetometer, which is towed behind the side-scan sonar, which will pick up any metal signature," says Rear Admiral Briggs.

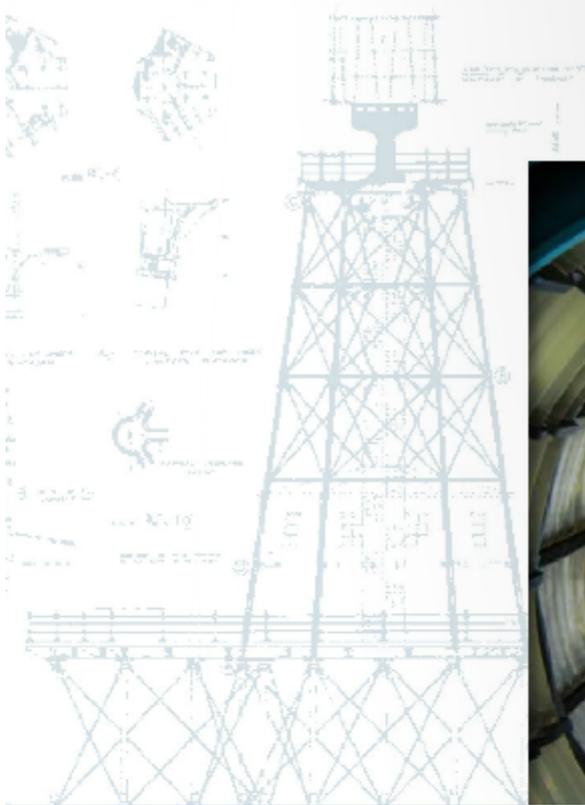
"We'll also take remotely operated vehicles (ROVs) with us to follow up anything of interest."

Vera Ryan is confident the riddle of AE1 will eventually be solved.

"For as long as the fate of submarine AE1 is a mystery, there will be people dedicated to finding her."

TOP 'The Ocean Bed Their Tomb' commemorates AE1 outside the Australian National Maritime Museum. P Briggs

BOTTOM AE1 search vessel *Deepstar* off PNG. P Briggs



Keeping a beacon shining

DR DARREN PEACOCK | CHIEF EXECUTIVE OFFICER
NATIONAL TRUST (SA)

Another chapter is being written in the history of the Cape Jaffa Lighthouse at Kingston in South Australia, with a major conservation project underway.

Since the 1600s, Australia's perilous coastline has seen more than 8,000 shipwrecks. Throughout the nineteenth century and well into the twentieth, lighthouses offered the only protection from disaster.

The wreck of the *Admella* in 1859, in which 86 lives were lost, on a reef near Cape Northumberland in South Australia highlighted the dangers of the state's south-east coastline. In 1865, it was decided to build a lighthouse on the Margaret Brock reef, named for the vessel sunk there in 1852, 8km off the coast of Cape Jaffa and about 300km south-east of Adelaide. A 'screw pile' design, featuring wrought iron foundations screwed into the reef, was chosen, with a two-ton crystal lens lit by a kerosene burner that would be visible for 40km.

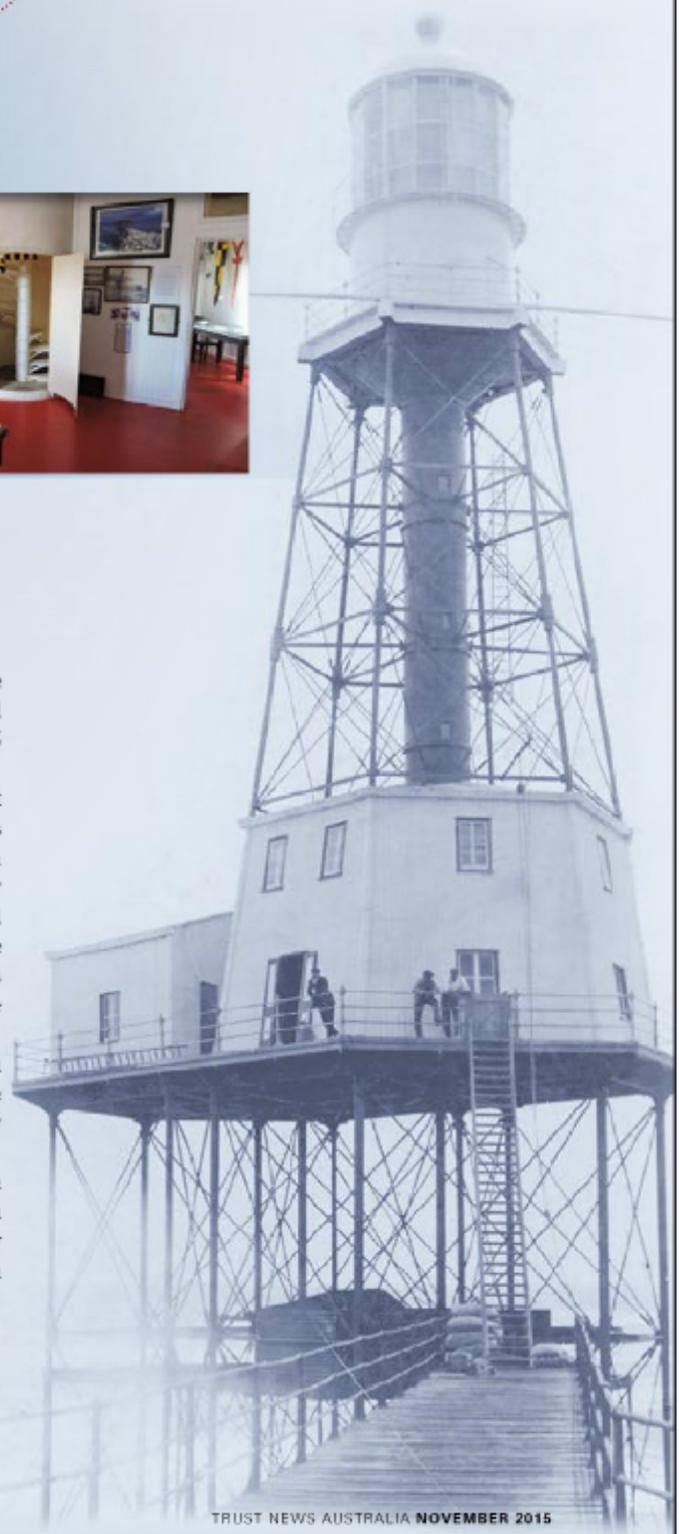
The Cape Jaffa lighthouse took three years to build due to the difficulty of the offshore location. When complete, it stood more than 40m above the reef and included an eight-room dwelling for two lighthouse keepers and their families. By 1872 it was operational and for 100 years it kept its watch.



ABOVE Cape Jaffa Lighthouse level 1, Office signal room (4 rooms). NTSA

TOP Lighthouse Plan for relocation. NTSA

TOP RIGHT Cape Jaffa Lighthouse prisms and light. NTSA



Tragedy struck again in 1966 when both lighthouse keepers disappeared from the reef. Shortly after, the Federal Government announced it would close the lighthouse. In 1973 a new automatic light was installed further south at Robe.

The closure of the lighthouse inspired one of the most ambitious salvage operations the National Trust has undertaken. Verne McLaren and a group of volunteers from the Kingston branch resolved to preserve the lighthouse by disassembling it and reconstructing it on land. They persuaded the Federal Government to donate the lighthouse to the National Trust in 1974, and began a task almost as difficult as was its original construction. By 1976 the project was complete and the relocated lighthouse was opened to the public.

In the 40 years since then, it has been a major tourism drawcard. However, exposure to the elements has corroded the lighthouse's metal bolts and stripped its paint, and it urgently needs refurbishing if the whole structure is not to be lost.

The National Trust of South Australia has launched a fundraising appeal to support the restoration and conservation of the lighthouse. The Kingston District Council has generously offered to meet half the cost if the National Trust can match those funds. Please consider donating to the appeal.

VISIT www.saheritagefoundation.com.au/appeals/cape-jaffa-lighthouse

ABOVE Cape Jaffa Lighthouse. NTSA

TOP RIGHT Cape Jaffa Lighthouse, detail. NTSA

RIGHT Cape Jaffa Lighthouse and part of jetty. 1910. NTSA

Next Meeting

GOOLWA Sunday 5th June 2016

Join us on the first Sunday in June at Goolwa. We will have a ride on the 2:00pm PS Oscar W sailing and sample the other delights of Goolwa.

It will be market day in the wharf precinct, and the Steam Exchange Brewery is in the railway goods shed. They make spirits as well as beer; quite nice brews in fact. Both the Ballast Stone and 90 Mile wineries operate outlets in the wharf precinct.

Signal Point Gallery will be open and SteamRanger will be operating Cockle Trains to Victor Harbor. If you want to try the train the 10:00am departure will get back to Goolwa at 11:30am.

We are planning lunch in the Corio Hotel not far from the wharf.

Please let Neil (0418 821 331) or Julian (0414 365 294) know by 30th May if you will be joining us so we can make bookings.



Goolwa Market Times:

9:00am to 3:30pm.

Oscar W Times:

11:00am; 12:30pm; **2:00pm.**

Cockle Train Times:

Goolwa	10:00am	12:15pm	2:45pm
Victor Harbor	10:30am	12:45pm	3:15pm
Victor Harbor	11:00am	1:30pm	3:45pm
Goolwa	11:30am	2:00pm	4:15pm

SteamRanger's Southern Encounter from Mount Barker will arrive at 11:45 am.

