

The Traverse Board

Newsletter of the Friends Of The Paul McGuire Maritime Library Inc

September 2016

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

News From The Friends

PRESIDENT'S REPORT SEPTEMBER 2016

Hooray, Spring is here at last! Winter was a bit of a hard bash, I hope you all survived unscathed. Unlike our State Library, which is suffering funding cuts like the National Library's Trove resource, and will have to shed quite a number of staff. Obviously this will make life difficult for those remaining, and reduce the quality of a wonderful institution. Trust me, I'm a politician — I don't think so!



In July the Friends paid a return visit to the Railway Hotel for a very pleasant lunch before a viewing of the Maritime Museum's exhibition of artworks from Nicolas Baudin's explorations in the ships "Geographe" and "Naturaliste". If you have not seen this yet, I urge you to visit the Museum soon, the water-colours are exquisite, to say the least.

Mark Sinclair reports that good progress is being made in the refitting of "Coconut" in readiness for the Golden Globe solo round-the-world yacht race in 2018, including re-rigging the mast and strengthening the hull in places.

Our next meeting will take place once again at the British Hotel, Neil has procured a video of the building of the paddle-wheelers of the Murray River, which will be a nice follow-up to our recent excursion on the "Oscar W". I hope to see lots of you there, on Tuesday, 27th September.

The Annual Dinner will be at the Watermark Hotel, Glenelg, on Wednesday, 26th October, and I'm sure we will have an excellent evening as we always seem to. Please come along, your presence will make all the difference!

Time to close this now, Regards. Julian.

Next Meeting

Tuesday 27th September 2016

Paddle Steamer and Barge Building in Goolwa

As a follow-up from our Oscar W trip we will show a very interesting DVD about the once extensive boat building industry in Goolwa.

British Hotel Port Adelaide 8:00pm (7:00pm for meal)

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

SV Tenacious to Visit Adelaide

The world's largest operating sailing vessel, the SV *Tenacious*, is due to sail into Port Adelaide from Melbourne on Saturday 8th October 2016.

It will conduct a series of trips out of Port Adelaide on 9th October, 10th - 15th October, and 17th - 19th October before sailing to Hobart on the 24th October.

The barque is owned and operated by the Jubilee Sailing Trust which is an international, United Nations accredited disability charity, promoting integration through the challenge and adventure of tall ship sailing.

The trust provides life-changing adventures to people of all ages, backgrounds and levels of physical ability. The voyages change lives by improving self-esteem, building confidence, and providing fantastic leadership and life skills.

JST Australia is based in Melbourne.



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Shipwreck identified as the Viola

Parks and Wildlife Service, Tasmania: 19/07/2016

Timber samples from a ship wrecked on Tasmania's East Coast nearly 160 years ago have been identified as the Canadian-built brig Viola.

A large piece of the shipwreck was revealed on the Friendly Beaches after a severe storm in early June prompting an investigation by PWS maritime heritage officer Mike Nash.

Consequent wave action has moved the shipwreck piece about a kilometre north where it is still visible on the beach.

A sample of the timber sent to an expert for identification has confirmed that the outer planking and frames are yellow birch (*Betula alleghaniensis*), while the treenail is a spruce (*Picea*) species, both of which are native to eastern North America.

Based on that information, Mike is confident that the shipwreck is the Viola built in Newfoundland, Canada, in 1843.

The 139 ton brig Viola left Newcastle with a cargo of coal for Hobart in November 1857 but was forced ashore by strong winds in the Friendly Beaches area, with no loss of life.

The section of wreckage is substantial, approximately 8 metres long by 2.3 metres wide. Mike believes the wreckage is a section of hull, likely to be towards the stern of the vessel.

"The large timbers lying cross-wise are the frames, the longer sections below are the outer planking," he said.

"There would also have been sections of inner planking but these are missing. That is why the timber pegs [treenails or 'trunnels'] are sticking out on the top side.

"Originally a hole would have been bored through the outer planking/frames/inner planking and the treenails were then driven through to hold it all together.

"The frames are very close together which is a sign of good quality shipbuilding: the further apart, the weaker the hull.. The planking and treenails are also very good size for the size of ship, so it appears to be generally well built."

Mike said shipbuilding was a truly international industry where vessels could end up a long way from where they were originally constructed; the same could be said of Tasmanian-built craft that ended up in other countries.

"There are also about eight visible copper-alloy spikes/fastenings in the timbers," he said.

"It looks like they were actually used for repair work rather than as part of the original construction.

"There was a larger cost involved with using metal fastenings throughout and many merchant vessels were built without them – although they tended to be used in the construction of the keel, where it was necessary to have very strong joinery."

It is likely that the wreck timbers will be left where they are as recovery of a large shipwreck section like this is difficult, and there are further issues with conservation as the timbers dry out. The sand may re-cover the section and there is also the possibility that another storm may wash it away entirely.

PWS historic heritage officer Peter Rigozzi developed a 3D model of the shipwreck piece, using approximately 90 images taken by Mike Nash.

Shipwreck identified as the Viola



The shipwreck washed up on the beach at Friendly Beaches has been identified as the Viola.



A timber expert identified the shipwreck timbers as from trees native to North America.



THE TALE OF THE 1803 SCHOONER "INDEPENDENCE".

By the beginning of the 19th century, whale & seal numbers were on the decline in the Atlantic and Northern Pacific oceans. The demand for whale & seal oil was still immense, so companies engaged in the trade sent their boats and brave crews into southern Pacific waters and in particular the Southern Ocean around Australia.

These waters were largely unknown and charts of the region were scarce. The entire southern coast of Australia was in fact only charted in 1802 by the English navigator Matthew Flinders.

Such was the lust for oil however, that many North American vessels made the arduous and lengthy journey to the south seas.

The Brig *Union*, owned by Stonington man Edmund Fanning & under the captaincy of 25 year old Isaac Pendleton, also a product of Stonington, was one of the first ships to encounter this region. The 99 ton Brig left New York in October 1802 rounded the Horn & headed for the rich whaling & sealing grounds of the southern ocean.

In his search for seals, Pendleton was advised by a French navigator, Nicholas Baudin to try his luck at Kangaroo Island, recently visited by the French, who had in turn received charts from a meeting with Flinders.

Pendleton and the crew of the *Union* wintered in a sheltered lagoon on Kangaroo Island during 1803 and it was here that the first vessel ever constructed in the as yet un-named colony of South Australia occurred.

Named the *Independence*, the 35 ton schooner was built using, we believe, both local and American timber; probably the furthest US vessel built from the shores of the US. She was launched into the placid waters of Pelican Lagoon, close to a spot which became known as American River.

The *Independence* remained in these waters, engaged in the seal hunt, while the *Union* sailed to Sydney and became active in trade in the region.

Upon her return to Kangaroo Island in 1804, she met up with the *Independence* and they filled their holds with seal oil and skins from islands in the Bass Strait. Both vessels returned to Sydney at the end of June of that year.

While in Sydney, the ownership of the new schooner was settled. She became the property of Pendleton and a couple of Sydney merchants. Before this point she had always sailed under the American flag. The *Sydney Gazette* of the time reports "the American schooner Independence entered the harbour".

Within a month, both ships left Sydney, the *Union* to a date with destiny in Tonga and the *Independence* took a southerly route for the sealing ground of the Antipodes Islands, over 500 miles south east of New Zealand.

Her master was Isaiah Townsend and his task was to land a sealing party on the islands, led by Owen Folger Smith. This was accomplished & she once again returned to Sydney, gathered stores and returned to the Antipodes for the men left there. She was never seen again, lost in that wild ocean.

The sealers managed to survive and were rescued by another American ship, the *Favourite* in 1806, together with over 60,000 skins!

The Town of American River, South Australia grew from the same area in which the *Independence* was built and was named after that early visit. It is understood to be the only place, in Australia, with the name American in it. The town has become a renowned fishing & holiday destination yet still retains an unspoiled and natural ambience. The town boasts fewer than 300 permanent residents, most with strong connections to the sea.

211 years after those original visitors, a small, but enthusiastic, group of residents plan to build a working replica of the *Independence*, to celebrate the lives of the men who built and sailed her and also to generate interest and income for the town.

It is a daunting project for such a small town. However with hard work and fair winds we feel certain that *Independence* will swim again.

Thanks to the Rebuild Independence Group, American River, Kangaroo Island.

RIG Concept- Not just a Boat

The entire concept of the RIG group is not just about building a replica of the schooner *Independence*. It is much more than that. It's about using an historical perspective to forge a new and positive future for the township of American River.

Having long been a tourism town, American River only stands to further benefit with the RIG concept. The links between the American, French and British seafarers of old, which led to the building of the boat and ultimately to the beginnings of the township of American River, will be strengthened and highlighted. RIG will build on these strong historical links, bringing an entirely new group of visitors to the island.

Boating enthusiasts from around the globe would make *Independence*, a must-see. If anyone doubts the significance of this potential market segment, one only needs to look at the number of boating magazines and publications that are subscribed to world-wide.

The Sealink company, which provides ferry services to KI, are on record as saying that the RIG project would be "fantastic" for tourism and for the River itself. They give it whole-hearted support.

Kangaroo Island Council has endorsed the business plan and gives it "in principle" support.

Both the local community group known as "The Shed" and the local progress association, ARPA, have written in support of RIG. These two groups are the most representative bodies in the town and are passionate about the town's economic future.

For *Independence* to be built, a shelter was needed in which to accomplish it. The design and building of a boat shed was a keystone to the project as well as providing the infrastructure for parallel projects such as Museum, Men's Shed, Meeting Hall, coffee shop, retail outlet, tourism office etc, and other boating activities.

The wharf area at American River, under the care, control and custodianship of DTEI has long been a "working wharf". Indeed, proposed developments of this precinct in the past have failed due to the intransigence of this department. "We must keep it a working wharf", they insist.

The RIG project will maintain the precinct as a "Working Wharf", and thus not impinge on the integrity of the area. Rather, it will significantly enhance it. From being a vacant, windswept and neglected wharf area, it is becoming a town focal point, a magnet for visitors, and, because it fits squarely into the "Town Plan", will fulfill its civic duty by being a multi-purpose building. It will be "doing work".

The site for the building is on the southern side of the wharf area, allowing vehicular and pedestrian access to the water's edge. Its absolute water frontage will be an aesthetic and commercial asset for the town. Wander through the building, see boats being built in the traditional way, look through the museum section, book a tour on the next *Independence* cruise, and relax with a coffee or meal with water lapping at your feet.

RIG is under no illusion that to build the *Independence* will take several years as organisation and funding gather pace. In the interim, and indeed after the ship has rolled out the door and been launched, the building will act as a seafaring and regional museum and in time become available for traditional boat building crafts and seamanship to be taught and developed.

The well-known Men's Shed organisation would be keenly accepted into a region that, like many others, has struggled with men's health issues. The building is tailor-made for this type of activity and would prove its health benefits over time.

Environmentally, the project is sound. Not one native plant would need to be destroyed. The building itself is on cleared and, in places, sealed land. Sewerage would be via the town's STEDS scheme. Any paints, marine chemicals etc. would be contained within the building and be much more satisfactory than present operations. (*What present operations?*)

To date the RIG project has and will continue to be entirely the work of volunteers. The group has been overwhelmed with donations of material and woodworking machinery. The one thing donors and volunteers have in common is the love of their town and the desire to see it prosper.

More generally, the RIG project and *Independence* will focus national and international attention on Kangaroo Island, its historic role in the beginnings of South Australia and American River's pivotal part in that history.

Restore Independence Group, American River, KI.



The nifty Aussie 'Seabin' goes global

Jackson Stiles, Money Editor, The New Daily 29th July 2016



Pete Ceglinski and Andrew Turton are teaming up with X to take the 'Seabin' global. Photo: Instagram

Two Australian surfers, Andrew Turton and Pete Ceglinski, have invented a floating ocean cleaner that is tipped to go global in coming months.

Their company, Seabin Pty Ltd, has partnered with Poralu Marine, a global company that distributes equipment to luxury marinas in 18 countries.

This is a small business success story. The entrepreneurs secured startup capital via crowdfunding and with the help of WA seed investors Shark Mitigation Systems and are now set to take on the world. They then took a prototype bin to market in Mallorca, Spain, where they both now reside, where they caught the eye of Poralu Marine — and reportedly the interest of the King of Spain, who enjoys luxury yachts.

“We are very pleased to enter into this partnership which comes after many years of research and testing,” the pair said in a statement.

“Our innovative and world first design and technology partnered with Poralu Marine brings us a recognised expertise worldwide and its support shows the relevance of our approach. Together, we can develop high quality Seabins to fit the needs of users and with eco-responsible materials. Moreover, Poralu’s extensive global distribution network will allow us to be closer to our customers and thus to limit our carbon footprint. It was essential for us having a sustainable approach combining quality and responsibility to all levels from production to distribution.”

HMS PRESIDENT TO GO TO THE SCRAP YARD?

shipmonthly.com 5th August 2016

HMS President Preservation Trust, the charity that owns HMS President 1918 (“The President”), London’s last remaining World War I ship, and one of only three left, has been refused Lottery funding of £330,000 to secure its future.

During World War I The President was a secret German U Boat Submarine hunter (a ‘Q ship’) shadowing the Atlantic convoys with concealed guns. During World War II she was used to protect St Paul’s Cathedral from the Luftwaffe and as a base for the French Resistance.

The President had to be moved from her 92-year mooring at London’s Victoria Embankment in February 2016 to storage at Chatham Docks in Kent awaiting refurbishment of her hull and a new mooring in Central London due to the major Thames Tideway Tunnel sewer Project.

The City of London Corporation have in principle given their support to a new mooring for the ship adjacent to London Bridge on the north bank of the Thames. However, without the funding required to pay for this, the Trustees of the Charity are unable to move forward.

The President is planned to be a key part of the World War I Centenary celebrations in 2018 as the ship will celebrate her centenary at the same time. The Charity has the support of numerous senior politicians and peers, the military and related organisations and charities, such as the National Maritime Museum of the Royal Navy, 14-18 Now and The National Historic Dockyard.

However, despite this support and from thousands of members of the public who receive monthly newsletters from the Charity, the future of the ship is far from secure. The Heritage Lottery Fund, to whom the Charity had been encouraged to apply a second time after being refused £330,000 funding in January 2016, said that, although ‘the application was fundable’, it was considered ‘too high risk’.

Gawain Cooper, Chairman of the Charity said: ‘Our Trustees are bitterly disappointed that, with all the public support we have, and after having been encouraged by a senior director of the Heritage Lottery to reapply for the £330,000, again we were refused support. This decision will most likely condemn The President to the scrap yard’.

The Charity’s last resort is an appeal and application to the Treasury for Government funding and it is hoped that the new Chancellor, Philip Hammond, who was previously Defence Secretary and aware of the importance of The President to the nation and military, will now step in and save her.



Sailing to new heights through youth leadership program

Published on 05 August 2016 Jennifer Reilly (author), Unknown (photographer) Royal Australian Navy

Location(s): Cairns

The national Sail Training Ship Young Endeavour arrived back in Cairns on 4 August crewed by 24 youth from across Australia. The young Australians sailed the square-rigged tall ship on an 11 day voyage out of Cairns, completing the Young Endeavour Youth Development Program.



Jessica Lowth, a 20 year old was given the opportunity to join the voyage by the Defence Indigenous Development Program, and said that the experience has pushed her out of her comfort zone.

“We’ve had tasks like climbing to the top of the 30 metre foremast of the ship to secure the gaskets,” she said.

“If you asked me to do that before the voyage I would have said there was no way I would do it – but now I know that I can. I’m learning more about my capabilities and my courage.”

During the voyage, the youth crew learned the skills to successfully sail a square-rigged ship, including how to navigate, keep watch, cook in the galley, set and furl sails, take the helm and climb the 30 metre mast.

For the final part of their voyage they elected a leadership team and took command of the 44 metre brigantine, sailing Young Endeavour along the Queensland coast.

Eight days in to her voyage, Jessica was elected by her peers to chart a safe course for the tall ship from Dunk Island to Fitzroy Island as the Youth Crew Navigator on Command Day.

The voyage is part of Young Endeavour’s 2016 Circumnavigation of Australia, which began in Sydney in late May. From Cairns, the tall ship will sail across the Top End, visiting the ports of Thursday Island, Gove, Darwin and Broome before sailing down the west coast, returning to Sydney in early 2017.

Voyages in Young Endeavour are open to all Australians aged 16-23. Since 1988, when the ship was gifted to Australia, more than 12,500 youth have completed the internationally recognised youth development program under the guidance of a specially trained Royal Australian Navy crew, and a further 10,000 guests from organisations supporting youth with special needs have joined community day sails.

The Cairns community is invited to visit Young Endeavour, tour the ship and learn more about the youth development program offered on board at a public open day from 1:00-4:00pm at Trinity Wharf on Saturday, 6 August 2016.

Applications to join the crew are now open. For more information please visit www.youngendeavour.gov.au.

Pilot Vessel Sir Wallace Bruce



Pilot Vessel Sir Wallace Bruce
Photo Mark Churchman, SA Maritime Museum

This historic vessel is currently tied to the American River, Kangaroo Island, Wharf having been refloated after sinking at its moorings earlier this year.

It was built in 1937 and named after the then Chairman of the South Australian Harbors Board, Sir Wallace Bruce, who took that office in 1935.

It is the intention of the owner, Des Granthem of American River, to restore it.



Recovering the Sir Wallace Bruce from the American River sandbank it foundered upon.

Photos: Cooina Fishing Charters, American River.



The Sir Wallace Bruce at the American River Wharf

State Library of South Australia to shed 20 full-time jobs due to '\$6 million budget cut'

By Lauren Waldhuter

Updated Thu 11 Aug 2016, 6:23am



The Wooden Walls and Iron Sides - A Shipping History Showcase in the Mortlock Library sponsored by the Friends.

Nearly 20 full time jobs are being cut from the State Library of South Australia as part of a significant restructure to save \$6 million over three years.

The Public Service Association (PSA) said it was informed of the cuts during a meeting, which are taking place in a government facility with 115 full time equivalent positions.

PSA chief industrial officer Josie Barbaro said the library was dealing with significant funding cuts and planned to restructure its workforce.

"The reason given for the job cuts is simply budget cuts," she said.

"The library has been asked to find savings from their budget, \$6 million over three years, which is a huge amount.

"Now they're being forced to let positions go and restructure almost 70 positions that are in the library."

An Arts South Australia spokesperson said the new structure would ensure "structural and financial stability and sustainability while still being able to deliver on the priorities outlined in its strategic plan".

"Any impact on services to the public will be minimised by redesigning processes," she said.

"The recent state budget also included a once off amount of \$200,000 specifically for public programming activities."

Ms Barbaro said it was not yet clear what type of jobs were in the firing line.

"We've been advised that there will be a three week consultation process and at this stage we're seeking further info," she said.

"The PSA has an agreement that no employees will be forcibly made redundant and ongoing work should be found for permanent employees."

Staff morale hits 'rock bottom'

Ms Barbaro said staff morale was at "rock bottom".

"Staff did not anticipate a decimation of the staffing levels like this," she said.

"The library has already shed jobs, we've lost a lot of casual jobs already and now the permanent staff are being targeted.

"We're looking at job going which include librarians, administration and support staff, and supervisors and managers and our members are now assessing what this will mean for public services.

"PSA staff are meeting with members who are obviously distressed about this and they'll be considering all their options.

First posted Wed 10 Aug 2016, 5:39pm, Australian Broadcasting Corporation News.

Save Library Services Rally



On Friday 2nd September the Public Service Association rallied to support staff at the State Library of South Australia after the recent announcement to cut almost 20% of staff - that's almost one in every five. This is on top of a 2015 restructure which already saw jobs cut.

"This will severely impact on services provided to the South Australian community. "Enough is enough. South Australian's deserve better."

<http://www.cpsu.asn.au/>

Canada is full of lakes which makes air travel using float planes like this USA registered example pictured in Victoria, British Columbia, attractive.

The photo was taken 6 years ago.



Next Meeting

Tuesday 27th September 2016

Paddle Steamer and Barge Building in Goolwa 1853 - 1914

As a follow-up from our *Oscar W* trip we will show a very interesting DVD about the once extensive boat building industry in Goolwa, an industry that continued for over 50 years, and, to a much lesser extent, continues today.

British Hotel Port Adelaide 8:00pm (7:00pm for meal)

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

Annual Dinner

Wednesday 26th October 2016

Watermark Glenelg

631 Anzac Hwy, Glenelg North SA 5045

6:30pm for 7:00pm

The Watermark Glenelg offers an International Buffet with around 100 choices for \$32.95 or \$27.95 if you are a senior.

You may enjoy a wide variety of dishes including a carvery, Asian, Indian, Vegetarian, Pasta, Salads and Desserts.

Please book with Neil 0418 821 331 or Julian 0414 365 294 by 20th October.

