

# The Traverse Board

Newsletter of the Friends Of The Paul McGuire Maritime Library Inc

January 2017

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

## News From The Friends

### PRESIDENT'S REPORT

January 2017

Welcome to the New Year, and I trust it will be a ripper for all of you, with any shortcomings of 2016 compensated for handsomely. So here we go again!

In November we held a sale at the Yacht Squadron of books donated by Captain David Kemp, surplus to his requirements. I am pleased to report that in monetary terms it was very successful, some titles headed straight for the McGuire collection, and we still have plenty left, so anyone who missed out will have another chance to improve their own private library.



This will be a repeat of the BBQ at the Royal S.A. Yacht Squadron, on February 5th, and the time is right to include the formality of our AGM, so I hope as many as possible will attend.

By that date Barbara Hardy's yacht "Lialeeta" should be back in the water after a lengthy refit by shipwright Vladimir Dunduk. First launched in 1948, she is a beautiful 24 footer designed by Robert Clark, built by Tom Hardy and Don Haselgrove, and now good for many years to come. Better get the champers ready, Barbara!

Nearly time for another adventure-type meeting, so your committee will look at the possibilities on offer, watch for developments on this front.

Congratulations to Neil for the interesting material in the last Traverse Board, now let's see what he has in store for this latest edition.

Time to close now, so all the very best, and see you all at the BBQ AGM Book Sale!

Regards, Julian.

### AGM

The February Meeting is our AGM and will follow a similar format to our November Meeting with more books from David Kemp's collection for sale.

**Date: Sunday February 5th 2017**

**Time: from 12:30pm**

**Venue: R.S.A.Y.S, Outer Harbor.**

Another year has gone! Where nobody knows.

Some rather dramatic maritime events have occurred recently not the least is the 11<sup>th</sup> January barge fire off Whyalla which has halted iron ore loading to capesize vessels off-shore from Whyalla for the time being.

The conveyor on the barge which was loading *Great Tang* caught fire and was extinguished by the mariners conducting the loading. Fortunately no lives were lost but it will take some time to repair.



The barge is not without controversy for a maintenance worker was killed on board 4 years ago.



*British* est. 1947

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### The Traverse Board

Published by:

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## Flinders Ports hosts cruise ship Ovation of the Seas at Port Adelaide

Flinders Ports 11 December 2016



Flinders Ports will welcome the largest ever cruise ship to visit Port Adelaide when Ovation of the Seas arrives at the Port Adelaide Passenger Terminal on Sunday 11 December. Accommodating over 4,900 passengers on 16 guest decks, the luxury liner is a star attraction and will receive an official reception to mark her maiden visit to Adelaide. The arrival of Ovation of the Seas is part of a remarkable year for the state's cruise business. The 2016-17 cruise season will see a record breaking 52 cruise ships and over 100,000 passengers and crew call at South Australian ports.

"We are delighted that Royal Caribbean is bringing Ovation of the Seas to Adelaide and we look forward to welcoming her at an official reception," said Captain Carl Kavina, General Manager, Marine Operations, Flinders Ports.

As part of a maritime tradition, Flinders Ports always presents a symbolic plaque in the shape of a porthole to the Captain of every cruise ship that arrives at one of the company's ports for the first time.

"It's a special honour for us to officially welcome every new cruise liner that visits our ports," said Captain Kavina.

Flinders Ports works with the South Australian Tourism Commission and local volunteers to ensure that passengers have the best possible embarkation and disembarkation experience when they visit the company's South Australian ports. Port workers typically work towards a cruise ship's arrival from the early hours of the morning with different shift teams working through from arrival to departure.

"The cruise industry is an important and growing sector for our business and for our state. Arriving in port is part of each passenger's holiday, so it's important that we deliver the highest possible level of service," Captain Kavina said.

## Brisbane Launch Ceremony



Brisbane, the second Hobart Class destroyer, was launched in the Adelaide shipyard on Thursday 15 December 2016.

Over 4,000 people including Government, Naval and Defence industry dignitaries, alongside AWD Alliance employees and their families, watched as the ship's sponsor Mrs Robyn Shackleton, wife of former Chief of Navy and HMAS Brisbane II Commanding Officer Vice Admiral David Shackleton AO, broke a commemorative bottle of wine on the ship's bow and officially named the ship 'Brisbane'.

The launch of the second destroyer Brisbane is an important milestone for the Air Warfare Destroyer (AWD) program and follows the successful conduct of Builder Sea Trials for the first AWD, just three months earlier.

Following the official naming ceremony, the ship was lowered in the Government of South Australia's Common User Facility ship lift to float for the first time.

Brisbane's launch is a proud moment for the whole of the AWD Alliance, showcasing the impressive progress that has been made on the project to date and is testament to Australia's highly skilled and professional shipbuilding and combat system integration capabilities.

The launch of Brisbane brings the Alliance one step closer to delivering the Navy's newest and most capable warships through the combined efforts of thousands of Australian and others who have worked on the project for more than a decade.



Air Warfare Destroyer Alliance 15<sup>th</sup> December 2016

## Financial Statements for the 2016 year

### The Friends Of The Paul Mcguire Maritime Library Inc

#### Income Statement For Period Covering 01/01/2016 to 31/12/2016

Income			
Events	\$340.00		
Grants	\$0.00		
Donations	\$465.00		
Interest Income			
Term Deposit Interest			
Award	\$508.22		
Library Donations	\$54.78	\$563.00	
Working Account Interest		\$1.61	
Membership Subscriptions	\$630.00		
Other Income	\$0.00		
<b>Total Revenue</b>		<b>\$1,999.61</b>	
Expenses			
Award Scholarship	\$0.00		
Bank Service Charge	\$8.50		
Donations to the Library	\$0.00		
Events	\$650.00		
Meeting Costs	\$0.00		
Secretarial Expenses	\$0.00		
Traverse Board	\$0.00		
<b>Total Expenses</b>		<b>\$658.50</b>	
<b>Net income for Period</b>		<b>\$1,341.11</b>	

### The Friends Of The Paul Mcguire Maritime Library Inc

#### Balance Sheet 31/12/2016

Assets			
Current Assets			
Term Deposit Account			
Award Account	\$27,688.45		
Donations to Library	\$2,874.07	\$30,562.52	
Working Account			\$3,649.16
<b>Total Assets</b>			<b>\$34,211.68</b>
Liabilities			
Subs In Advance	\$60.00		
<b>Total Liabilities</b>		<b>\$60.00</b>	
Equity			
Opening Balances	\$31,200.09		
Retained Earnings			\$1,341.11
<b>Total Equity</b>		<b>\$34,151.68</b>	
<b>Total Liabilities &amp; Equity</b>			<b>\$34,211.68</b>



Above is the *One and All* leaving Port Adelaide on a Youth Development Voyage 17<sup>th</sup> May 2011 and right, the steam tug *Yelta* after a Port River cruise 14<sup>th</sup> July 2011



## Austal Wins FRS Ferry Contract

By Joseph R. Fonseca

Marine Link December 16, 2016



The 56m high speed catamaran to be built by Austal Philippines for FRS Group is an all new Austal design from the Australian based design team responsible for developing a portfolio of 22 similar-sized vessels. Photo Austal

Austal Limited has secured the company's sixth new commercial vessel order for 2016, with the award of a €15.47 million (circa A\$22 million) contract for a high-speed passenger ferry from Förde Reederei Seetouristik (FRS Group) of Germany.

The 56 metre catamaran is a new design from Austal's Australian based design team, adding to their successful portfolio of designs that has seen more than 22 similar-sized vessels constructed for commercial ferry operators around the world since 2002.

Announcing the contract, Austal Chief Executive Officer David Singleton highlighted Austal's successful strategy to pursue export opportunities that are strengthening Australia's shipbuilding capability.

"Export contracts such as this are integral to the ongoing development of our Australian-based design, procurement and engineering teams and provide terrific opportunities for them to share their skills and expertise in shipbuilding with our Philippines shipyard. This not only strengthens our local and overseas capabilities, but ultimately delivers great value to our customers," Singleton said.

Austal's new design encompasses several key innovations including an optimised hull form that will minimise both fuel consumption and wake wash when operating on the River Elbe between Helgoland and the Port of Hamburg. The environmentally friendly ship has been designed with several features to improve the passenger experience with the use of energy efficient LED lighting technologies internally and externally to create mood, ambient and decorative lighting. Large windows in the superstructure and two open deck areas will offer passengers expansive views from throughout the vessel.

The 35 knot, all-aluminium catamaran also features silicon type anti-fouling (with no biocides that can harm waterways), a sewage treatment plant and an engine exhaust arrangement that will allow catalytic converters to remove nitrous oxides from the main engine exhaust.

The contract from FRS Group represents Austal's 6th commercial ferry order in 2016 and follows orders received from;

- \* 2Go of the Philippines (2 x 30 metre passenger ferries),
- \* Seasprovill of South Korea (1 x 50 metre passenger ferry),
- \* Mols Linien of Denmark (1 x 109 metre vehicle passenger ferry), and
- \* Blue Sea Jet of China (1 x 42 metre passenger ferry, to be constructed by Aulong, Austal's joint venture with Jianglong Shipbuilding).

Construction will commence at Austal Philippines' Cebu shipyard early in 2017, with delivery to FRS Group scheduled for March 2018

## Caretakers wanted for Tasmania's remote Maatsuyker Island

ABC Radio National Breakfast, Monday 19 December 2016 8:06AM



IMAGE: IT RAINS ABOUT 250 DAYS A YEAR ON MAATSUYKER ISLAND (SUPPLIED: JEFF JENNINGS)

If you've ever felt like throwing in your day job and moving to a remote island, this could be the job for you.

The Tasmanian Parks and Wildlife Service is looking for two volunteer caretakers to spend six months on Maatsuyker Island, about 10 kilometres off the state's south west coast.

Volunteers maintain the grounds and buildings for the island, as well as taking daily weather observations for the Bureau of Meteorology.

The island is remote and isolated, with no internet, limited heating and a temperamental phone line.

## BC Ferries Earns More amid Traffic Increase

World Maritime News



Canadian ferry operator British Columbia Ferry Services (BC Ferries) recorded a 12.7 percent increase in its net income for the quarter ended September 30, 2016, which went up to CAD 95.2 million (USD 70.6 million) from CAD 84.5 million seen in the same period last year.

Total revenue for the three-month period ended September 30, 2016 rose from CAD 280.6 million to CAD 298.9 million compared to the second quarter of 2015, mainly due to increases in traffic, according to the company.

Net income for the six-month period ended September 30, 2016 amounted to CAD 122.2 million, compared to CAD 103.3 million in the first half of the 2015 fiscal year. Total revenue for the six-month period CAD 518.1 million, up from CAD 489.6 million in the prior year.

“Traffic numbers continued to increase during the summer,” Mike Corrigan, BC Ferries’ President and CEO, said, adding that “it’s important for us to achieve positive financial results, as we need to continuously invest in our infrastructure.”

“Our profits will help finance our new Salish Class vessels which will enter service next year, as well as the mid-life upgrade project for our two Spirit Class vessels including conversion to dual-fuel, so they can operate on natural gas or marine diesel,” Corrigan further said.

During the three months ended September 30, 2016, BC Ferries said it provided over 46,000 sailings. In addition, the company’s ferries carried 7.4 million passengers and 2.7 million vehicles, an increase of 4.8 percent and 5.1 percent, respectively, compared to the same quarter in the prior year.

Subsequent to the quarter end, BC Ferries conditionally accepted on November 21, 2016 the new vessel, the Salish Orca from Remontowa Shipbuilding S.A. of Gdansk, Poland. The newbuilding is scheduled to arrive in British Columbia in January 2017.

On November 22 and November 25, 2016, BC Ferries drew down CAD 39 million and CAD 6 million respectively for a total of CAD 45 million, under the export loan agreement with KfW IPEX-Bank GmbH, to partially finance the purchase of the Salish Orca.

## Insolvent Great Southern Shipping creditor meeting set

JANUARY 3RD, 2017 Grant Rowles Splash 24/7

Creditors of Australian line Great Southern Shipping Australia (GSS), which filed for insolvency on December 23, have been called to meet in Sydney on January 9 to receive an update on the company’s liquidation.

Great Southern Shipping set up a joint venture with China’s Rizhao Port Group in May to form GSS Australia with a view to buying five containerships to focus on Australia’s coastal trades and voyages to Rizhao in northern China’s Shandong province.

GSS had plans to grow the fleet to 10 ships and to move the weekly service to twice a week as business picks up.

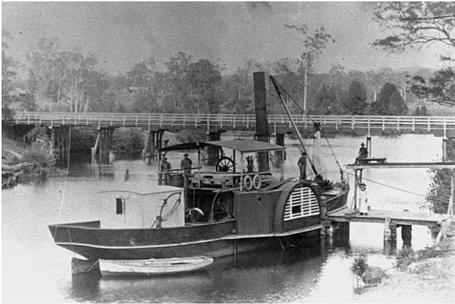
The insolvency preceded Du Chuazhi, former president of Rizhao Port, being taken away by Chinese discipline inspection authorities on December 29 as part of corruption investigations. The following day the port moved to dismiss 89 middle managers citing a move to optimise its personnel structure.



## Maid of Sker

Story by:

Gold Coast Hinterland Heritage Museum Inc.



Maid of Sker Nerang Wharf 30 Nov 1883

A relic of the days of the paddle steamer lies quietly at rest in Bischoff Park beside the Nerang River. A number of steamers worked the Nerang River before the turn of the century. Until 1930, one of these vessels, the *Maid of Sker* was still trading up and down the river.

The *Maid of Sker* had a long and varied working life. The *Maid* was an iron paddle steamer built in 1884 by J.W. Sutton of Kangaroo Point in Brisbane. It was originally fitted with a steam capable of sixteen horse power and the engine and boiler were mounted on deck. In 1897 after a few changes in ownership the steamer was sold to partners, Kleinschmidt and Genter. Afterwards it was sold and registered in the names of various members of the Kleinschmidt family. Between 1893 and 1930 the *Maid of Sker* made a weekly trip carrying cargo between Brisbane, Southport and Nerang.

In 1974 Mr Ted Kleinschmidt, aged 87 years provided journalist Ted Latta with the following information.

"Once the cargo was loaded in Brisbane, man and boat had to wait for the tide. The trip from Brisbane to Southport was usually uneventful until the Southport Bar. The vessel had to fight a constantly changing channel and a current sweeping out from the Nerang River. Sometimes the current won..."

"The *Maid of Sker* would sit stranded on a sandbank until the rising tide permitted the completion of the journey."

"From Southport the *Maid of Sker* ran upstream to Nerang. The crew waited until there was enough water to get the vessel over the shallows and then two hours steaming brought them to Nerang. They could only afford one and a half hours of time, loading and unloading produce and goods. If things went well, the crew could turn the boat around in the river and be back in Southport within the limits of one tide. If there was a delay the *Maid of Sker* was trapped by the tide"

By the late 1920s the trip up to Nerang became unfeasible and the *Maid of Sker* travelled up the Nerang River only as far as Barney Boulton's jetty at Southport. The Nerang River was now spanned by the Jubilee Bridge and in the late 1920s. Sam Milfull was in charge of raising and lowering the centre span of the bridge to allow vessels passage up the river. Sam's brother wrote in 1976 "The *Maid of Sker* always came upstream on an incoming tide and began blowing her siren well in advance. This gave my brother enough time to hurry from our home in Scarborough Street to the Jubilee Bridge where he would wind up the centre span".

In 1930 the *Maid of Sker* was stripped of all superstructure and was used as a gravel barge at Southport. Later the gravel operations were transferred to Brisbane. The *Maid of Sker* carried sand at least twice in the Brisbane River. Finally in 1974 the disused hull lay at moorings at the gravel depot on the Brisbane River.

In 1974 the Kleinschmidt family donated the hull to the Gold Coast City Council. In 1975 the *Maid of Sker* once again made the trip from Brisbane to Southport only this time the vessel was towed by a trawler called the *Kirra Bay*. On reaching her destination, the *Maid* sat for nearly two years on a bank in the Southport Broadwater. In 1976 a decision was made to removed the hull to Nerang and this was organised through the assistance of many groups and individuals including the various Nerang Service Clubs and the Albert Shire Council. So on the 6th November 1976 the *Maid of Sker* came back to Nerang not via that slow journey up the river, but via trailer and truck travelling on the Nerang Southport Road. Restoration of the *Maid of Sker* was completed in January 1981 and a special dedication ceremony was held on Australia Day.

It is true that the *Maid of Sker* is not quite the same boat. The boiler was originally part of an arrowroot mill and the funnel was donated by an engineering firm. Still the old steamer rests just a little upstream from its original berth on the Nerang River.

<http://placestories.com/story/28075>

One of Port Adelaide's dolphins



## Whyalla barge fire leaves 80 people out of work: union

By Rebecca Opie, ABC News

12<sup>th</sup> January 2017



PHOTO: The barge fire was brought under control with help from the adjacent bulk carrier. (Supplied: AMU SA Branch)

About 80 people are out of work after a barge caught fire in the Spencer Gulf on Wednesday with no certainty about when they can return, the union has said.

A large plume of black smoke could be seen from the Whyalla foreshore before 2:00pm as flames engulfed the barge while it was being used to transfer iron ore to a Panamax bulk carrier.

Australian Maritime Union South Australia branch secretary Jamie Newland said crews working on the barge, which is owned by CSL Australia, were quick to respond but further support had to be called in to help.

"It got to the point where the ship's crew on the bulk carrier broke out their firefighting equipment as well to bring the fire under control," he said. Mr Newlyn said a cause was yet to be determined for the conveyor belt fire.

He called on SafeWork SA to investigate.

"With such a critical piece of infrastructure important to the state's exports of iron ore, it's important that these facilities are operated to the highest standards of safety and efficiency," Mr Newlyn said.

He said it was not yet clear how long the barge would be out of action.

"We are hoping the floating offshore transfer barge can be quickly fixed and the problem sorted because it will have consequences for a number of contractors that provide services to that facility."

Flinders Ports said the barge had finished offloading when the fire broke out and the blaze was quickly brought under control.

No one was injured and the bulk carrier was undamaged.

SafeWork SA said an inspector has since visited the site and investigations are ongoing.

## Time and place: South Australia's "hell afloat"

Nikki Sullivan / Migration Museum Indaily 13/01/2017

Between 1880 and 1891 the hulk *Fitzjames*, colloquially known as 'hell afloat', served as a Reformatory for over 100 boys aged from eight to 16 years of age.

The first 35 of these were transferred from the Boys' Reformatory at Magill on 5 March 1880. Some had been sentenced for having committed serious crimes, while others had been found guilty of petty theft, or deemed uncontrollable or neglected.

The South Australian Government had purchased the ageing vessel for the princely sum of £2,800 in 1876. The *Fitzjames*, which had for the previous 20 years brought immigrants from the UK to Australia, was to be used as the colony's quarantine ship, and as such was moored off Largs Bay.

Upon the establishment of on-shore quarantine facilities at Torrens Island it was decided that the *Fitzjames* be employed as a tool of education and reform for wayward boys.

During their time on the *Fitzjames* some of the boys were trained in tailoring and shoemaking, all without the aid of sewing machines, while others were taught carpentry. Other tasks included transporting fresh water, cooking, and cleaning the ship. Most of the boys were apprenticed out after having served a third of their sentence.

In 1883 a Royal Commission to Report on the Destitute Act in South Australia found that the *Fitzjames* was in a bad state and unsafe in deep water. It was then moved to the shallow water of the False Arm of the Port River.

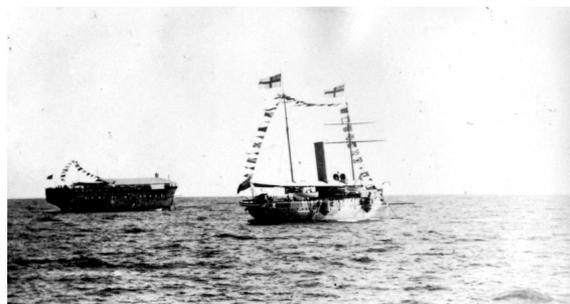
The commission reported that the boys were ill-fed, dirty, and slept in rows of hammocks strung up side by side, with so little room that the hammocks "bowed up almost in an arc of a circle".

With overcrowding, diseases spread easily and many boys contracted ophthalmia, a painful eye infection; some went blind as a result.

In May 1891 the boys were removed from their floating prison and returned to their old address at Magill. The *Fitzjames* was broken up soon after, but its final resting place remains something of a mystery.

Nikki Sullivan is curator of the Migration Museum.

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The 'Protector' and 'Fitzjames', Largs Bay, State Library of South Australia, Searcy Collection, PRG 280/1/36/258, c.1885. The *Fitzjames* is in the background.

## AGM

The January Meeting is our AGM and will follow a similar format to our November Meeting with more books from David Kemp's collection for sale.

**Date: Sunday February 5th 2017**

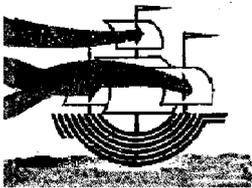
**Time: from 12:30pm**

**Venue: R.S.A.Y.S, Outer Harbor.**

BYO barbeque meats and salads.

Please purchase drinks from the R.S.A.Y.S. bar.

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 29<sup>th</sup> January. 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.