

The Traverse Board

Newsletter of the Friends Of The Paul McGuire Maritime Library Inc

March 2017

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

News From The Friends

PRESIDENT'S ANNUAL REPORT March 2017

Another year has passed in the life of the Friends, as always an interesting series of meetings and events made it all worthwhile. After over thirty years membership of our group, I still get a kick out seeing you all at our meetings and hearing what you and our guests have to say — I hope you feel the same way.

We all are keen to hear news of the good ship "One and All", and last March after a pleasant dinner at the British Hotel, Port Adelaide, Annie Roberts told us of the plans for the immediate future of the vessel.

Things are looking much brighter than a couple of years ago. Annie is responsible for organising voyages and promoting the ship, and seems to be doing a very good job of it, too.

For something completely different, in early June the Friends took to the water, in the form of a trip on the "Oscar W" at Goolwa. The weather wasn't too promising at first, but after a delightful lunch at the Corio Hotel the rain had cleared away, the sun came out, and we all enjoyed the silky smooth power of STEAM — really quite an afternoon.

In July the Friends visited the S.A. Maritime Museum to view the exhibition of artworks created on the voyage of Nicolas Baudin's ships, "Geographe" and "Naturaliste", entitled The Art of Science. The watercolours were exquisite, and extremely accurate depictions various creatures encountered, and other interesting artefacts were also on display. This collection is very rarely taken out the museums in France, so we were fortunate indeed to have this opportunity.



Next Meeting

The March Meeting will feature a couple of tales of New Zealand Shipwrecks.

Date: Tuesday March 28th 2017

Time: Dinner 7:00pm – meeting 8:00 pm

Venue: British Hotel, Port Adelaide.

Cost: Donation

Please book for dinner with Julian or Neil.

Meeting at the British Hotel, we enjoyed a superb video covering the ship-building industry at Goolwa, and this followed on nicely after our short voyage on the "Oscar W" back in June. It is quite amazing how much was done at Goolwa in those distant days, including the building of steam engines from scratch — hard to believe when visiting the place now!

Our Annual Dinner was held at the Watermark Hotel, Glenelg, quite a change from past venues, but the food was good, and we all enjoyed the evening as usual.

Captain David Kemp recently moved to a smaller abode, and therefore had the problem of finding a new home for his great collection of maritime books. The solution was simple, the books were brought to the Yacht Squadron and put on sale in the dinghy shed, this to coincide with a BBQ on the quarter-deck, and that was our November meeting sorted out. The sale was successful, but there were still books remaining; these were put out for sale at our AGM on February 5th this year, and the proceeds will enable the Friends to buy more books for the McGuire Collection, so many thanks are due to David.

The AGM saw the office-bearers remain unchanged, and the financials were accepted as presented in the January Traverse Board.

Thank you all for your continued support of the Friends.
Regards, Julian.



British est. 1847

British Hotel Port Adelaide
13 North Parade Port Adelaide 5015
Phone + (08) 8240 2286
Fax + (08) 8240 2278
Email + admin@thebritishhotel.com.au
Web + www.thebritishhotel.com.au

The Traverse Board

Published by:

The Friends Of The Paul McGuire Maritime Library Inc

President: Julian Murray

Secretary/Treasurer Neil Waller

Patrons: Sir James Hardy, Stan Quinn

Postal Address: 2 Quigley Court
ABERFOYLE PARK 5159

Email: fpmml@internode.on.net

Web: <http://www.fpmml.org.au>

Phone: 08 71274563

FAX: 08 8270 5089

From the Editor

What a busy March so far!

I have been involved with The Bakehouse Theatre during the Fringe helping Front of House several nights a week.

I have had the opportunity to see several shows, from the rather macabre but gripping “The Baby Farmer” to a couple of shows by the very talented young people from Eltham High School in Melbourne: “I’d Turn Back” a study of refugees, and the wonderful “Ceremony of the Innocent” a retelling of the Pied Piper Story. Also worthy of mention are Guy Matherson’s “Barking Mad” a story of a man and his wife’s dog, and Daniel Llewelyn-Williams “A Regular Little Houdini”, a story of a young man growing up in Newport, Wales in the early part of the 20th century.

PS Marion Trip

I am anxious to get final numbers for our PS Marion trip in May. I would appreciate payment ASAP, or by the March meeting, so I can book.

Any one else who wishes to join us can do so directly with the PS Marion people.

Book Sale

We have raised well over \$700 so far and a few books remain. These are stored in a locker at the R.S.A.Y.S. Outer Harbor. Julian would welcome anyone to look them over with a view of buying them. Many thanks must go to David Kemp for the donation of the books.

Meeting Tuesday 28th March

This month we will have a look at the story of a couple of New Zealand Shipwrecks: the *HMS Orpheus* which wrecked on the sandbar at the entrance to Manakau Harbour south of Auckland, and the *Boyd* which ended its days in Whangaroa Harbour in Northland. It will be at the British Hotel Port Adelaide at 8:00pm. Join us for dinner from around 6:30pm.

Neil

Telstra warns container ships off its subsea patch

IT News

Up to 50 vessels a month come too close to cables.

Telstra is forced to warn the captains of between 30 and 50 container ships a month that are seen to be travelling too close to the telco’s subsea cable infrastructure paths.

Executive director of international operations and services Darrin Webb said in a blog post that the telco particularly had issues around Singapore and Hong Kong.

Both cities are major landing points for cables in the region, but are also two of Asia’s busiest “and shallowest” container ports, Webb said.

The telco has a dedicated team that uses a ship’s Automatic Identification System (AIS) – which provides an identification number, position, course and speed for each vessel – to determine where each is in relation to subsea cables in the area.

“If a ship gets too close, our team will make a call to the captain so they can adjust their course,” Webb said.

“On average, our team contacts 30 – 50 container ships a month.”

Webb said the telco also used other methods to protect its subsea infrastructure in the region.

These included employing “out of season fishing crews to monitor areas susceptible to regular damage”, thought to be caused by unregulated fishing boats.

He said Telstra had – in some areas – buried cables “up to three metres below the seabed to avoid being hit by anchors”, or had overland cable redundancy in disaster-prone areas, where the impact of earthquakes or typhoons might damage subsea infrastructure.

Submarine cable infrastructure is regularly damaged, though the causes aren’t always clear. Last year, there were cuts to both PPC-1 and Basslink.



One and All tall ship marks 30 years at sea

ABC Adelaide

The only Australian tall ship which sailed in the 1988 First Fleet re-enactment voyage for Australia's bicentenary is celebrating 30 years on the water.

The One and All was built and commissioned in South Australia in 1987 and, three decades on, is kept busy offering youth development programs and leisure voyages.

One and All crew member Annie Roberts said the tall ship grew from an idea sketched on a paper napkin.

*"Just the other day we uncovered the original napkin where basically two men at a pub drew the One and All on the napkin," she said.
"That was really the birth of this whole amazing project."*



Tall ship One and All at sea.
PHOTO: Tall ship One and All is a near-replica of an 1850s brigantine. (Supplied: One and All)

"She represents pretty well what might have roamed our waters here in South Australia about 150 years ago."

Teamwork the key sailing requirement

Ms Roberts said trainees and volunteers on the ship got a pretty authentic sailing experience.

*"There's no flash pulley systems or remote-controlled furling systems, everything is very much teamwork," she said.
"It's no magic technology — it's get in there and all hands on deck."*

"In terms of the traditional skills like communication, and those basics that mariners had years ago, those things haven't changed."



One and All plaque from 1987 commissioning.
PHOTO: The One and All was commissioned back when the late John Bannon was SA premier. (Supplied: One and All)

She conceded that modern navigational requirements meant the tall ship had an engine, GPS, radars and satellite navigation, but said they took a secondary role when trainees came on board, such as when 18 young people from remote parts of the state sailed to Port Lincoln recently.

"They had an opportunity of a lifetime to get on board and have five days at sea," she said.

"It is a big buzz for the crew when these kids actually start to meld together and work as a team.

"After two or three days at sea we actually hand the ship over to them and they start to bring the ship home.

"It's an enormous high when they get off the ship, it's that real sense of achievement."

To mark 30 years, the One and All is offering special weekend voyages in early April and will also sail to Kangaroo Island for events to mark the anniversary.

Ms Roberts said she was not sure how many nautical miles the One and All had sailed over the years, but its small professional crew always loved the chance to be out on the water.

"Every day's a good day to go sailing, in our book, even if it's really windy or there's no wind, we love it," she said.



Port Adelaide sunset with One and All.
PHOTO: The One and All offers sunset and other leisure cruises, as well as trainee programs. (Audience submitted: Rob Morris)

Tension brewing over location of proposed timber export facility on Kangaroo Island

ABC Rural By Courtney Fowler

Tension is building between Australia's first publicly listed timber company and the country's largest abalone producer, over a proposed multi-user wharf on Kangaroo island.

The Kangaroo Island Plantation Timber company first unveiled its plans for the \$25 million export facility last year, after it bought of 19,000 hectares of agricultural land in a deal which effectively tripled its timber resources.

KIPT managing director John Sergeant said the \$55 million timber deal with New Forests Asset Management would change the face of the South Australian forestry industry.

"Those plantations can produce every year about a quarter as much timber as is currently exported through Portland, the largest timber terminal in the world," he said.

"Looking at all the timber export operations around the pacific rim, Kangaroo Island would be in the top quarter of those in terms of volume, so it's quite a significant development.

"But up until now there's been no economic way to get them off the island.

"[So] what we've lodged with the State Government is an application to build a wharf on the sheltered north coast of the island that will enable the timber to be exported."

Opposition to the wharf



A plantation of young blue gums on Kangaroo Island in South Australia

PHOTO: KIPT first unveiled its plans for the \$25million export facility on Kangaroo Island, after it bought 19000 hectares of agricultural land from New Forests Asset Management last year. (ABC TV)

Mr Connell said he felt it was impossible for the wharf and abalone farms to co-exist without compromising their stock and surrounding wildlife.

"We're in these places to keep ourselves as far away from heavy industry as possible and to have something coexist directly adjacent to us just will not work," he said.

"Abalone are just far too sensitive [and] there's also the biosecurity concerns- exotic marine pests that can be transported around the globe.

"If they end up in a facility like this they can quite easily contaminate the waterways, congest the pumping systems and have huge impacts on our running costs and efficiencies.

"It's not just that, Smiths Bay is not a heavily populated area and so dolphin populations thrive here and we have whales that give birth within the bay.

"I can't see a construction like they're talking about that's heavily frequented by ships to be able to maintain that same environment within this bay."



Abalone on jetty

PHOTO: Yumbah's Kangaroo Island Abalone Company says a multi-user deep water wharf would be devastating to the abalone farm. (Cate Grant, file photo: ABC News)

However, the project has received fierce opposition from Yumbah Aquaculture.

The aquaculture company reacted to news of KIPT's application with the South Australian Government for Major Development Status, with the launch of social media campaign 'Save Smith Bay'.

General manager of Yumbah's Kangaroo Island Abalone Company, David Connell, said the construction and operation of a wharf would be devastating to the company's abalone production.

"Yumbah has been a pioneer in abalone aquaculture for the last 20-odd years, [so] one thing we've learnt is just how sensitive and necessary it is to have premium, clean, clear water quality," he said.

"Even small disruptions to the water quality from the ocean floor aren't ideal [and] construction of this rock wall requires a lot of dredging.

"All of that turbidity in the water is no doubt going to disrupt it and if the abalone are subjected to that it has a major effect on their gills, their ability to breathe and in short they suffocate."

Tension brewing over location of proposed timber export facility on Kangaroo Island

KIPT's John Sergeant said he was confident the rigorous approval process would protect the natural environment and the operations of the neighbouring abalone farm.

"I think our primary responsibility is to the environment, it's not satisfactory to have ships of any sort, whether they're carrying timber or anything else, bringing in marine hazards.," he said

"We are already monitoring water quality at Smith's Bay so that we can hold ourselves to the highest possible standard.

"We need to protect the marine environment on which they depend and we will."

Benefits to the island

Mr Sergeant added the project would bring significant benefits to the agricultural industries on Kangaroo Island and create 286 full-time jobs across its operations.

"The two main industries on the island at the moment are tourism and agriculture and between them they employ a lot of people," he said.

"Forestry on Kangaroo Island will be comparable in size to those two industries in terms of the number of people it employs, that will have a transformative effect on the population and the economy.

"The other thing about forestry is it operates all year, whereas agriculture and tourism are highly seasonal.

"But really the main benefits of the proposal are not those that result from forestry but those that result from every business on the island having direct access to international markets.

"For producers of wool or grain particularly which are globally traded commodities, that's reversing a historical disadvantage that island producers have battled with 160 years or so."

Alternative locations for the project

Local member for Finnis, Michael Pengilly, said he recognised the benefits that KIPT export facility would bring to Kangaroo Island, but believed Smiths Bay was not the right location for the project.

"I'm all in favour of the project but I'm opposed to putting the port at Smith's bay, principally because we have a \$33 million abalone farm immediately adjacent to where this port is proposed," he said.

"I don't think there's any way on earth that this company can prove that they won't dramatically affect, if not wipe out the abalone farm.

"We've suggested they have a look at Vivonne Bay which is immediately south of where the plantations are, we have also suggested they look at Cape Dutton which is on the north coast.

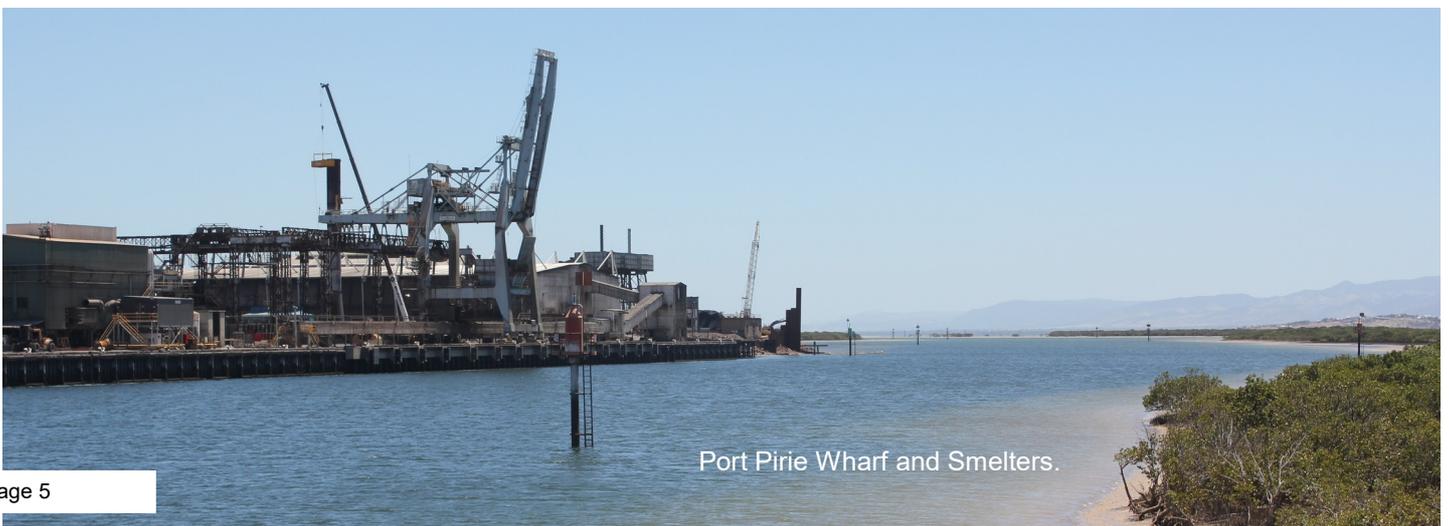
"Purely and simply, it is the right idea but in the wrong place- there's 500 kilometres of coast on the island, I say they should look elsewhere."

It is anticipated the state Minister for Planning John Rau will formally sign off on the project's Major Development Status in the coming days, with the project estimated to inject \$109 million into the state per year.



Vivonne Bay, Kangaroo Island

PHOTO: Vivonne Bay has been suggested as an alternative location for the KIPT wharf. (Anthony Gerace: ABC)



Port Pirie Wharf and Smelters.

Brand New Luxury Cruise Ship Breaks Moorings, Crashes Into Vessel in New Zealand

February 13, 2017 by Mike Schuler

<http://gcaptain.com/incident-video-brand-new-luxury-cruise-ship-breaks-moorings-crashes-into-vessel-in-new-zealand/>

The luxury cruise ship *Seabourn Encore* apparently broke its moorings in high winds and collided with another vessel at New Zealand's port of Timaru on Sunday.

The ship, which was only delivered last November, sustained some damage after drifting across the harbor and crashing into another moored vessel, which was also damaged. No injuries were sustained on either vessel.

A *Seabourn* spokesman confirmed the collision in a statement to Radio New Zealand, saying in an email that "the ship is fully operational. *Seabourn Encore* was inspected and cleared to sail by authorities and departed for its next scheduled port call in Akaroa, New Zealand, around midnight local time."

Maritime NZ and Transport Accident Investigation Commission have launched an investigation into the incident.

The *Seabourn Encore* was delivered to Miami-based *Seabourn*, an ultra-luxury cruise line, on November 30, 2016 following construction at the Fincantieri shipyard in Marghera, Italy. It was inaugurated on January 7 in Singapore. The 40,350 gt vessel is the fourth ship in the company's fleet.



File photo: Seabourn

A few thoughts:

Not surprisingly this incident was captured by a number of cameras.

The video that forms part of this web post is rather dramatic. The wind has obviously caught the ship and driven its stern across the harbour into the coastal trader *Milburn Carrier II*, a 1987-built cement carrier registered in Lyttleton.

The cruise ship had arrived just after sunrise and sent its passengers on their way around Timaru. Some hours later in the mid afternoon winds picked up to around 45 knots and the ship broke its moorings hitting the unfortunate *Milburn Carrier II* which had only recently arrived in Timaru.

A time-lapse video posted to you-tube shows that a couple of tugs pushed the *Seabourn Encore* back to the wharf, then stayed pushing the ship against the wharf for the next few hours until it left just after midnight.

The *Milburn Carrier II* suffered more extensive damage than the *Seabourn Encore* but not sufficient to render it unseaworthy.

Neil



The Port of Timaru, NZ



The Milburn Carrier II

Annual turnover of DP World rose by 3.2% yoy in 2016

MARITIME HERALD February 7, 2017

The container terminal operator DP World handled total 63.7 million TEU in 2016, which represent an increase of 3.2% yoy. The company said that excluding the new terminal in the Turkish port Yarimka, Stuttgart, Antwerp and the Canadian port of Prince Rupert, the annual growth amounted 2.2%. It is noted that the most significant turnover growth was in the Asia-Pacific Region and India, where the turnover rose by 4.6% to 29.6 million TEU. DP World reported that the terminals for North and South America and Australia increased transshipment by 4.1% to 7.7 million TEU, while the container hubs of Europe, Middle East and Africa increased by 1.4% yoy to 26.3 million TEU.

In the fourth quarter, the container terminal operator DP World handled 16.1 million TEU, which is 6% more than the corresponding period in 2015. The terminal turnover in Asia-Pacific and India increased by 9.9% to 7.5 million TEU, while in Europe, Middle East and Africa rose by 3.6% to 6.6 million TEU and in the region of North and South America and Australia grew by 0.7% to 2.05 million TEU.

Commenting on the results of the year, the head of the DP World, Sultan Ahmed bin Sulayem, expressed confidence that the new assets of the group in the Netherlands, India, Great Britain and Turkey will ensure further growth in the investment portfolio of the company, despite the fact that the container transportation market is still in crisis. In general, as head of the company said, DP World failed to reach the forecast results for the year.

DP World has a portfolio of more than 65 marine terminals on six continents, including terminals under construction in India and Africa. Europe and the Middle East.

POSTED BY GORDON SMITH

Gordon Smith is 37 years old support content writer from Los Angeles, USA. He is writing mostly about offshore industry and shipping business in NAFTA region.



FLYING CLIPPER TO BE THE WORLD'S LARGEST

12th December 2016



When she debuts in late 2017, SPV Flying Clipper will be the world's largest square rigger and the largest ship of its kind afloat today. She will also be the biggest and the most ambitious of the Clipper fleet to date, carrying 300 passengers, and powered by 35 sails.

Flying Clipper will have three pools, one that funnels sunlight through the ship's atrium into the elegantly appointed dining room. There will be a water sports platform in the stern for use when the ship is at anchor and a variety of cabin grades, including 34 suites with balconies and four luxurious owner's suites.

A restaurant in the light-filled atrium will accommodate all passengers for open-seating dining. The hallmarks of all Star Clippers ships will be incorporated into her design, such as the cosy library, the bowsprit net and the popular, al fresco Tropical Bar, where evening entertainment takes place.

While the ship will have ecologically sound, high-tech engines, it will, like its sisters, rely on wind power and its sails wherever possible. For more information visit www.starclippers.co.uk.

<http://shipsmonthly.com/news/flying-clipper-to-be-the-worlds-largest/>

A Collection of Lighthouses



From Bruce Peninsula, Ontario, Canada: left Big Tub and right: Cabot Head

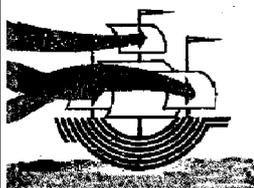
Kangaroo Island: left Cape Willoughby at the eastern end and right Cape Ducouedic in the south western corner.



From Western Australia Bunbury and Cape Leeuwin.

Left is Point Lowly near Whyalla, and above is Green Point in Cape Town South Africa.

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 28th March. 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.