

# The Traverse Board

Newsletter of the Friends Of The Paul McGuire Maritime Library Inc

May 2017

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

## News From The Friends

### PRESIDENT'S REPORT May 2017

Greetings once more, as we enjoy the last days of a very pleasant Autumn, soon be time to rug up for the cooler weather. I hope you are all keeping well now, and also hope to see a good number at our future meetings



In March we gathered at the British Hotel for the usual excellent dinner, followed by more tales of ship-wreck and drama from New Zealand, courtesy of Neil's collection; that country has a long history vessels coming to grief around its shores, much of which are pretty rugged.

May 14th, what a day! Twelve Friends boarded the P.S. Marion at Murray Bridge to steam back up to Mannum, a journey of about five hours duration. A delightful lunch was served, the bar was open, the scenery was fascinating all the way, and we were entertained by a four-piece jazz band. It was possible to move around the three decks, chat to the volunteer crew members, and feel the smooth, almost silent power of steam. A keen bird-watcher on board was kept busy with binoculars and camera, and palaeontologist Rod Wells' knowledge of the geology I found very interesting. I'm sure we will repeat this venture in due course, and if you missed this time, I urge to come along next time.

Our next meeting is a little way off yet, and the topic has still to be ascertained, but I do hope to see as many as possible at the British on July 25th, if not sooner. Stay safe, meanwhile.

Regards, Julian.



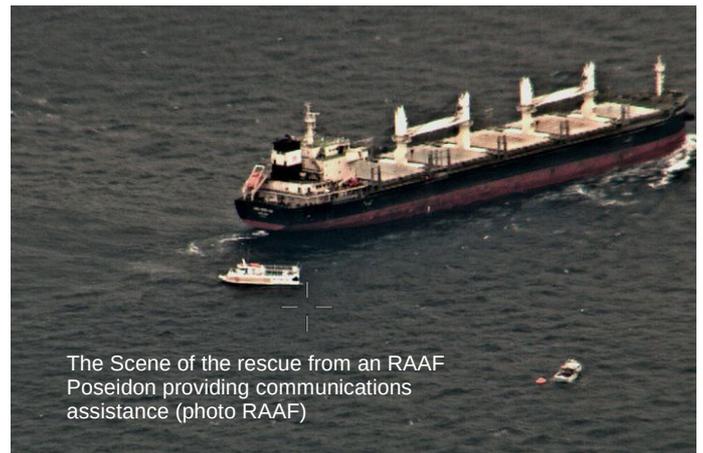
**May Meeting**  
**Sunday 15/6/2016**  
*PS Marion*  
See inside for pictures.



The long-time Port Adelaide icon, the Port Princess, was lost 11 nm off the South East coast on Tuesday 16<sup>th</sup> May 2017 en-route to Melbourne to begin a new life there.

Fortunately the 4 people on board were rescued, including Captain Brian Thomas the skipper of the vessel since its launch in 1997.

It is believed the vessel lies in about 100 metres of water.



The Scene of the rescue from an RAAF Poseidon providing communications assistance (photo RAAF)



*British*

British Hotel Port Adelaide 5015  
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: PO Box 3144

ABERFOYLE PARK 5159

Email: [fpmml@internode.on.net](mailto:fpmml@internode.on.net)

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

Phone: 08 71274563

FAX: 08 8270 5089

## Maritime security a year-round duty

Published on 25 April 2017 LEUT Todd Fitzgerald (author), LSIS Bradley Darvill (photographer), ABIS Steven Thomson (photographer)



Commanding Officer HMAS Arunta Commander Cameron Steil watches over HMAS Arunta's boarding party as it conducts a boarding while on patrol in the Middle East Region. (photo: ABIS Steven Thomson)

While many Australians spend Anzac Day off work, Royal Australian Navy personnel around the world will remain on watch, contributing to global security, stability and prosperity.

On operations in countries as far from home as Afghanistan and South Sudan, in regions such as the Middle East and in waters off Australia's northern borders.

Their work is 24 hours a day, 365 days a year, but they will take some time off on 25 April to honour the sacrifices made by past and present service men and women.

HMAS Ballarat is on a three-month deployment to South East Asia and will take part in a dawn service at Kranji War Memorial in Singapore with New Zealand service personnel.

Commanding Officer Ballarat Commander David Landon said this year's Anzac Day service would be poignant as South East Asia had been an important theatre during both World Wars.

"Anzac Day tends to bring the crew even closer together and forges a greater bond, particularly because you are away from home with what is a close-knit group of people with a common purpose," he said.

"Anzac Day in Singapore will be very special in its own right, noting the history there, and the fact we will be joining personnel from the Royal New Zealand Navy will make for a fantastic experience."

Commander Landon said Anzac Day served as a reminder to all of the nature of war and the ultimate sacrifice that many made in past and current conflicts.

"Anzac Day is always important to deployed officers and sailors alike. It provides an opportunity to reflect on the past, our traditions and also an opportunity to look ahead to the future and appreciate what we may be called upon to do in the service of the nation," he said.

Ballarat's mission while deployed is to strengthen Australian relationships in South East Asia by participating in a series of maritime exercises.

The ship recently conducted exercises with the People's Liberation Army - Navy and will mark the Republic of Singapore Navy's 50th anniversary by taking part in the country's International Maritime Review on 5 May.

Sister-ship, HMAS Arunta and her crew of almost 200 will also be on duty for Anzac Day.

Deployed to the Middle East region for nine months, her mission as part of a Combined Maritime Forces is to conduct security operations, including deterring terrorists and the trade of narcotics that fund them.

The ship has already seized 800 kilograms of hashish with an estimated street value of \$36 million in a boarding in March this year.

Executive Officer Lieutenant Commander Duncan MacRae said the ship's company were looking forward to Anzac Day as it marked the start of the second phase of their deployment.

"Commemorating Anzac Day on operations has a special significance especially for those on board who have deployed for the first time," he said.

"We will commemorate Anzac Day alongside in Bahrain before we get back into the rigour of preparing Arunta for sea as we start more counter terrorism patrols in Middle Eastern waters," Lieutenant Commander MacRae said.

"I am very proud to be a part of this crew and the way they have conducted their mission so far.

"Many of us will use Anzac Day as a time to reflect on our own service and those who have paid the ultimate sacrifice in war."



Royal Australian Navy's HMAS Ballarat and Chinese People's Liberation Army-Navy (PLA-N) Jiangkai II class frigate 'Huangshan', conduct exercises on completion of HMAS Ballarat's port visit to Zhanjiang, China.



HMAS Canberra at Fleet Base East (photo: ABIS Bonny Gassner)

## Deputy Chief of Navy - On the Record

Published on 25 April 2017 RADM Michael Noonan (author), ABIS Bonny Gassner (photographer)

Deputy Chief of Navy has responded to an article in the Daily Telegraph about maintenance and operability of the Canberra class amphibious ships.

The article by Mr Matthew Benns in the Daily Telegraph, "What a ship fight" 25 April, is incorrect and misleading in its assertions.

Defence has maintained and operated HMA Ships Canberra and Adelaide in accordance with the builders specifications, including the oils and lubricants used in their operation.

Defence's leadership is not "baffled" by these emergent issues, but it is still too early to determine the full extent of this emergent work. Defence has, and continues to work closely with industry and the original equipment manufacturers, Navantia, Siemens and BAE, to identify the root cause of the issues and develop the most appropriate repair strategy.

Defence has taken prudent measures to ensure the operational test and evaluation period of the vessels is sufficiently thorough to ensure they will serve the nation for decades to come.

The journalist's suggestion that the Amphibious Ships, known as Landing Helicopter Docks (LHD), were purchased by the Government for the purposes of responding to natural disasters demonstrates a lack of understanding of their primary warfighting capability.

Disaster relief efforts in response to Tropical Cyclone Debbie were in no way inhibited by the emergent issues in the LHDs and any suggestion otherwise does a disservice to the capability of HMAS Choules and her Ship's Company.

Defence has been transparent with its handling of these emergent issues. As previously stated by Defence, "On The Record 28 March", it remains too early to determine the extent of this emergent work and Defence is working to identify the causes and develop a repair strategy.

It is disappointing the publication relied on speculation which neither clarified the issues for the Australian people, nor informed them of Defence's actions to remedy the situation.

**Mike Noonan, AM**  
**Rear Admiral, RAN**  
**Acting Chief of Navy**

**Royal Australian Navy**

## Royal Australian Navy to commemorate a number of 75<sup>th</sup> anniversaries

During 2017 the Royal Australian Navy will pause to commemorate a number of significant 75th anniversaries as it focuses on what was, arguably, the Navy's darkest year – 1942.

For Australia's population at that time, 1942 began with a growing sense of trepidation as war spread to the Asia-Pacific following Japan's attack on the United States Navy fleet in Pearl Harbor on 7 December 1941.

The war that had begun in Europe in September 1939 had become a truly global conflict.



The fast-moving events of December 1941 created genuine concern throughout Australia.

Not only had the United States Navy's Pacific fleet been crippled in the attacks on Pearl Harbor, but two powerful British warships, the battleship HMS Prince of Wales and the battlecruiser HMS Repulse, deployed to reinforce Singapore, had both been sunk within days of their arrival in the region.

The Imperial Japanese thrust southwards continued unabated and soon Malaya, Singapore and the Dutch East Indies had fallen.

Never in Australia's short, modern history had its shores been under a more immediate threat.

Those concerns soon crystallised when on 19 February 1942 the first of 64 Japanese air raids took place on the strategically important port city of Darwin.

The war was by then well-and-truly on Australia's doorstep.

In 1942 industry was essential in taking the fight to the enemy with maximum use being made of shipbuilding and repair facilities throughout Australia.

In response to the dramatic change to the deteriorating strategic situation in the Asia-Pacific, new alliances were formed, notably between Australia and the United States, and it was not long before units of the Royal Australian Navy and the United States Navy were in action in the hotly contested wrestle for sea control in the the Coral Sea.

The Battle of the Coral Sea in May saw Japanese attempts to invade Port Moresby by sea thwarted in what became the

first fleet action in which planes launched from aircraft carriers, engaged the opposing forces.

It was also the first naval battle in history in which neither side's ships sighted or fired directly upon the other.

Elsewhere in Australia, the industry continued to ramp up, and ship-building efforts were increased to provide the Navy with the vessels it would need to take the fight to the enemy.

## Royal Australian Navy to commemorate a number of 75<sup>th</sup> anniversaries

Repair facilities were also in demand as an increasing number of damaged and war-weary ships returned to Australia for repairs and refits.

By the end of 1942 HMA Ships Perth, Yarra, Kuttabul, Canberra, Vampire, Voyager, Nestor and Armidale had all joined the growing list of Navy wartime losses in a year during which there was little to celebrate.

In a speech made in Parliament by then Prime Minister John Curtin on 8 May 1942, he referenced the battle of the Coral Sea and those involved.

“As I speak, those who are participating in the engagement are conforming to the sternest discipline and are subjecting themselves with all that they have – it may be for many of them the ‘last full measure of their devotion’ – to accomplish the increased safety and security of this territory,” he said.

With the number of surviving Second World War veterans rapidly diminishing, this year’s 75th-anniversary commemorations will be all the more poignant as the Navy pauses to acknowledge their service and remember those who made the supreme sacrifice.

<http://navaltoday.com/2017/04/24/royal-australian-navy-to-commemorate-a-number-of-75th-anniversaries/>

## Scenes from our AGM and Book Sale.

\$765 has so far been raised by the sale of books and some still remain. Julian will happily sell you one (or more)!



## PS Marion Trip

What a lovely day! It was perfect weather for a great trip on the restored paddle steamer *Marion*.

Around a dozen of us made the early morning trip to Mannum to join a bus to Murray Bridge where we joined the *Marion* for the 5 hour trip back up the river to Mannum,

It was nice to see the other traffic on the river including the Captain Proud and numerous houseboats.

The wild life on the river was enjoying an almost uninterrupted chance to go about their business.

Back on board we passengers were treated to a delicious chicken and salads lunch followed by a range of desserts.

Congratulations and thanks to the volunteers aboard the *Marion* for their efforts during the day.





## **Port Princess dolphin cruises boat sinks off South Australian coast 16 May 2017, 1:50 p.m.** The Naracoorte Herald 25<sup>th</sup> May 2017

Four men were rescued off the iconic MV Port Princess dolphin cruise boat before it sank off the south east coast of South Australia on Tuesday (May 16).

The alarm was raised around 6.30am when the Port Princess experienced mechanical issues and started taking on water about 11 nautical miles due south of Nene Valley, off the coast of Port MacDonnell.

A local crayfishing boat, the San Miguel, left Port MacDonnell to assist in the rescue and located the sinking vessel.

The four men on board were safely rescued and brought onto the crayfish boat.

They were brought to shore at the Port MacDonnell boat ramp for paramedics to check them over. No injuries were reported.

The Port Princess was reportedly en route from Port Adelaide, where it was used as a popular dolphin cruise and recreational vessel for several years, to Victoria.

Source: SAPOL

## **RAAF P-8 Poseidon assists in its first Civilian Search And Rescue Response.**

By AFHQ, 17 May 2017 14:06:24 Royal Australian Airforce.

The Royal Australian Air Force's (RAAF) latest maritime surveillance and response capability—the P-8A Poseidon, has assisted with the co-ordination of a search and rescue response, approximately 50 kilometres south of Mount Gambier, Victoria.

While on a training mission from its home at RAAF Base Edinburgh in South Australia, the P-8A Poseidon, call sign Blackcat 20, intercepted a mayday call from a distressed vessel, the MV Port Princes, around 1 pm on Tuesday, 16 May 2017.

MV Port Princess was observed taking on water, with four persons on board. Blackcat 20 provided communications assistance to aid the stricken vessel, rescuing the stricken ship's captain and three crew.

Executive Officer for No. 92 Wing, Wing Commander Brett Williams said the successful search and rescue response by the Poseidon's crew was a great demonstration of this remarkable aircraft.

"The P-8A Poseidon takes RAAF maritime surveillance and response capability to a new level of interoperability and performance," Wing Commander Williams said.

"This is the first search and rescue response completed by the P-8A Poseidon since the aircraft's arrival into Australia last November. The Poseidon is still undergoing test and evaluation activities before a formal introduction into service.

"Search and rescue forms an important part of the operational test and evaluation program which we've laid out to bring the Air Force's P-8A Poseidon into service," he said.

Images of the rescue event were relayed in real-time from the aircraft to the Rescue Coordination Centre in Canberra.



The P-8A Poseidon surveillance aircraft is a military version of the successful Boeing 737 aircraft. Australia's aircraft, like the AP-3C Orions they are replacing, are based at the RAAF Base at Edinburgh.

The first of the order of 12 aircraft arrived in Canberra on 16<sup>th</sup> November 2016 with the remainder to be delivered over the next 3 years.

## Senior scientists at odds over "threat" to KI abalone farm

Indaily: Adelaide's independent news: 26/5/2017

Two internationally recognised maritime scientists are at odds over the impact of a proposed export wharf on a nearby Kangaroo Island abalone farm.

One claims the farm's entire stock is at risk of being killed while the other argues there is no good evidence the port will pose a threat.

As InDaily revealed yesterday, a report by international marine biology consultant Dr Paul McShane warns that a deep-sea port proposed by Kangaroo Island Plantation Timbers (KIPT) poses an "overwhelming threat" to Yumbah Aquaculture's abalone farm in Smith Bay, and risks undermining the pristine marine ecology of the bay.

"Should the development proceed, the management of large bulk carriers ... in a shallow coastal embayment will cause unacceptably high sediment loads and risk the introduction of exotic and/or harmful organisms to the Smith Bay ecosystem.

"... High sediment loads are lethal to abalone."

The abalone farm is about 500 metres away from the proposed development.

McShane, who was commissioned by Yumbah Aquaculture to write the report, is the former chief research officer at Monash University's Monash Sustainability Institute and former professor of marine sciences at Australian Maritime College.

But another international marine biology consultant and principal scientist at Science to Manage Uncertainty, Anthony Cheshire, told InDaily it was "far too early to make any predictions about what will happen as a result of this development".

KIPT confirmed that Cheshire has been commissioned as an independent consultant to the company.

In a statement to InDaily responding to McShane's report, Cheshire said that while there was a "potential for mobilisation of sediments during dredging", there had "not yet been any published data on sediment particle sizes for this location".

"It is necessary to Yumbah belief and opinion with data and evidence and thereby ensure that we have the best chance of getting it right," he said.

Cheshire's statement says: "KIPT will use data on the sediment particle sizes and conformation along with data on current and tidal flows ... to determine how much sediment will be mobilised and where that sediment will go."

"This will then provide a basis for assessing the likely risks from the development as well as the utility of the suite of available mitigation strategies.

"... to ensure that we get the best possible outcomes for all parties (including the people of Kangaroo Island and the state of South Australia) we need factual information that can be used to support a meaningful assessment of the proposal."



Figure 2. Proposed port development relative to Yumbah Aquaculture seawater intake. Yumbah Aquaculture's onshore facility is black, at lower right.

A satellite image with a diagram of the proposed port at Smith Bay from McShane's report.

KIPT managing director John Sergeant told InDaily his company would not propose a port be developed in Smith Bay if it believed such a facility would pose a threat to the local ecology.

"We wouldn't be contemplating building it if we felt it was going to increase turbidity [cloudiness, i.e. the presence of sediment] in the water, and we wouldn't be allowed to," he said.

"Nothing that we're contemplating doing would have anything like the effect that a storm would have."

He said that the company would use sediment curtains in the water to mitigate any risk to the local ecology, and "if any sediment did escape it would be detected long before [it reached the abalone farm's seawater intake pipes]".

Sergeant said the presence of sediment in the waters of Smith Bay was much higher during storms than it ever would be as a result of KIPT's planned dredging of part of the bay (to allow large bulk carriers to berth there).

He also argued a planned rock wall would actually reduce sediment by slowing tidal flows.

InDaily contacted Professor Sean Connell of the Department of Biological Sciences at the University of Adelaide.

Connell declined to comment on the particulars of the case except to say that "the risks [to the abalone farm] are apparent – but the data aren't".

The farm was established in 1995. Its produce is sold to domestic and foreign export markets.

The Development Assessment Commission (DAC) is assessing KIPT's wharf development proposal.

Cheshire, a specialist member of the DAC, said he was not advising the body on KIPT's development as a result of his engagement with the company.

A spokesperson for the Department of Planning, Transport and Infrastructure told InDaily yesterday: "The DAC is in the process of reviewing the proposal, taking into account a range of issues and having received advice from State Government agencies, KI Council and the Commonwealth Department of Environment and Energy, and having visited and heard from both KIPT and Yumbah Abalone."

"The role of DAC is to set the level of environmental assessment ... along with the guidelines – issues to be addressed – by KIPT, who will then need to prepare the necessary, more detailed documentation, which once received will be formally released for public, Council and agency consultation.

"At this point in time the DAC is still actively considering this matter for the purposes of setting the level of assessment and guidelines that KIPT, as the proponent, must address."

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