



# The Traverse Board

Newsletter of the Friends Of The Paul McGuire Maritime Library Inc

July 2017

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

## News From The Friends

### PRESIDENT'S REPORT July 2017

Winter has arrived with a blast, to shake us up after the very pleasant Autumn, so stay warm and dry if possible.

I'm still enjoying memories of our day cruising the big river aboard the P.S. Marion, a perfect day to be sure!

After a long break the Friends will once again be able to send two young people on a voyage of adventure aboard the "One and All" in October. Annie Roberts is working hard to get the ship active again, after an extensive refit at Number 2 dock, not in Sydney this time!

The voyage will be from Ceduna to Adelaide, and we are currently casting about for suitable candidates.

Our Library liaison person, Valerie Balagengadaran, has just retired, and we wish her well and hope to see her at some of our gatherings in the future. Thank you for your efforts on our behalf, and your interest in our proceedings, Valerie.

I do hope to see many of you good people at our next meeting, on Tuesday, July 25th, at the British Hotel. Neil has sourced a video about the famous boat, the "Krait", and the brave men who took her to Singapore, it should be most interesting. And of course the dining is always good at the British.

Time to close this message, stay warm, and see you soon.

Regards, Julian.



### Next Meeting

The July Meeting will feature the award winning documentary, *Tigers and Snakes, the story of the Krait*.

Date: **Tuesday July 25<sup>th</sup> 2017**

Time: **Dinner 7:00pm – meeting 8:00 pm**

Venue: **British Hotel, Port Adelaide.**

Cost: **Donation**

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

Have you ever wondered how many ships and what cargoes are handled through the seven Flinders Ports ports?

Look no further! Inside are the statistics from calendar year 2016 from the Flinders Ports website.

As you can see the great bulk of the traffic is through the Port of Adelaide followed by Klein Point across the gulf on Yorke Peninsula,

The sole vessel to use Klein Point, *Accolade II*, has carried limestone to Port Adelaide since 1982.

The next busiest are on Eyre Peninsula: Thevenard (126 ships in 2016) and Port Lincoln (103).

Thevenard has recently had work carried out by Viterra to upgrade the conveyor, but there appears to have been other faults develop which have effectively closed that port.

Early word from Thevenard has it that this closure could be at least 9 months which is pretty grim for those engaged at the port and for those companies both shipping through and servicing the port.

Port Lincoln, of course, also has a large fishing fleet based at the marina.



*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](mailto:fpmml@internode.on.net)

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

Phone: 08 71274563

FAX: 08 8270 5089

The table at right from the Flinders Ports website shows the number of ships calling at the their ports across South Australia during the 2016 calendar year.

Over the next 2 pages is a breakdown of the Bulk/Break Bulk class.

#### Standard definitions

Flinders Ports use a number of standard definitions in our statistical reports.

#### Dry

Container stowed with dry (non-refrigerated) cargo.

#### Reefer

Refrigerated container.

#### TEU

Twenty foot Equivalent Unit. This is the general term used for a 20ft container. The nominal size of vessels is given in TEU and refers to the number of containers that can generally be carried.

#### Containerised

General cargoes carried in a freight container.

#### Break-bulk

General cargoes carried in a ship which are shown on separate Bills of Lading.

#### Bulk

Cargo shipped in loose condition and of a homogeneous nature e.g. grains, coal, iron ore.

#### CKD

Completely Knocked Down. Sometimes referred to as KDC (Knocked Down Condition) as well. Relates to Motor Vehicles.

#### Overstow

A container which will need to be discharged, then reloaded onto vessel before it reaches its destination, so that shippers can access other containers on the vessel.

Flinders Ports gives no guarantee regarding this information and accepts no liability for any inconvenience, or any direct or consequential loss, arising from reliance upon this information.

Klein Point figures comprise a Coastal Dry Bulk vessel service to Adelaide. Figures included in both ports.

<b>COMMERCIAL Calendar Year ALL VESSELS excl. NAVY</b>			
<b>Port</b>	<b>Vessel Class</b>	<b>Cal Yr: 2016</b>	
Klein Point	Dry Bulk	216	
	Total	216	
Port Adelaide	Container (Cellular)	402	
	Container/Bulk/Cargo	2	
	Crude Oil & Petroleum Products	96	
	Dry Bulk	394	
	General Cargo, nes	118	
	Liquid Bulk	4	
	Livestock Carrier	10	
	Other Non-Trading, nes	2	
	Other Trading, nes	7	
	Passenger	27	
	Roll On-Roll Off	30	
Port Giles	Small Vessels	2	
	Tankers, nes	39	
	Vehicle Carrier	91	
	Total	1224	
	Port Lincoln	Dry Bulk	13
		General Cargo, nes	8
		Total	21
	Port Pirie	Crude Oil & Petroleum Products	6
		Dry Bulk	45
		General Cargo, nes	32
Other Trading, nes		3	
Passenger		5	
Refrigerated Cargo		4	
Tankers, nes		8	
Total		103	
Thevenard	Container/Bulk/Cargo	2	
	Dry Bulk	17	
	General Cargo, nes	46	
	Other Non-Trading, nes	6	
	Total	71	
Wallaroo	Dry Bulk	77	
	General Cargo, nes	49	
	Total	126	
Total	Dry Bulk	12	
	General Cargo, nes	9	
	Total	21	
<b>Total</b>		<b>1782</b>	

Flinders Ports gives no guarantee regarding this information and accepts no liability for any inconvenience, or any direct or consequential loss, arising from reliance upon this information.

**Import/Export BULK BREAK/BULK Goods in TONNES**

Cal Yr: 2016						
			IMPORT		EXPORT	
Port	Pack Class	Reporting Group	Tonnes	Volume	Tonnes	Volume
Klein Point	BULK	Limestone	-	-	1,446,477	-
Port Adelaide	BREAK BULK	Cars	75,664	679,054	15,220	121,495
		Fertilisers	7,004	-	-	-
		General Cargo	28,501	127,092	3,908	15,820
		Iron and Steel	50,618	8,266	-	-
		Livestock	-	-	20,839	-
		Scrap Metal	-	-	151,161	-
		Stock Feed	-	-	88	-
		Timber	-	-	52,637	-
	BULK	Cars	170	1,489	-	-
		Cement/Clinker	111,688	-	901,791	-
		Chemicals/Acids	60,287	34,115	-	-
		Concentrates	717	-	-	-
		Copper and Uranium	-	-	233,493	-
		Fertilisers	439,301	16,130	-	-
		General Cargo	264,528	-	-	-
		Grain	21,954	-	1,856,651	-
		Iron Ore	-	-	275,511	-
		Limestone	1,446,277	-	-	-
		Mineral Sands	-	-	525,317	-
		Petroleum and Gas	2,534,784	3,192,392	-	-
		Soda Ash	79,625	-	-	-
		Stock Feed	-	-	8,583	-
		Sulphur	92,880	-	-	-
		Tallow	-	-	30,495	2,375
		Timber	-	-	55	-
		Vegetables Legumes and Oilseeds	108,757	-	53,481	-
Port Giles	BULK	Grain	-	-	467,729	-
		Vegetables Legumes and Oilseeds	-	-	27,000	-
Port Lincoln	BULK	Fertilisers	128,275	-	-	-
		Grain	-	-	2,118,774	-
		Petroleum and Gas	100,535	122,404	-	-
		Vegetables Legumes and Oilseeds	-	-	185,063	-

Port Pirie	BREAK BULK	Concentrates	-	-	36,948	-
		General Cargo	10,942	140,418	-	-
	BULK	Coal	73,148	-	-	-
		Concentrates	283,556	-	166,535	-
		Lead and Zinc	21	-	9	-
		Paragoethite	115,238	-	-	-
		Timber	26	-	-	-
Thevenard	BULK	Grain	-	-	381,678	-
		Gypsum	-	-	2,108,688	-
		Mineral Sands	-	-	461,265	-
		Salt	-	-	72,730	-
Wallaroo	BULK	Grain	-	-	518,184	-
<b>Total</b>			<b>6,034,496</b>	<b>4,321,359</b>	<b>12,120,309</b>	<b>139,690</b>

## Port of Thevenard temporarily closed

West Coast Sentinel Luca Cetta 3 Jul 2017, 5 p.m.

Access to the Port of Thevenard was closed last week, with ship loading suspended due to safety concerns regarding a section of the jetty.

Operators Flinders Ports said the closure was a precautionary measure designed to ensure the safety of all port users while the concerns surrounding the port were investigated.

The company said there had been no accident at the Port of Thevenard and there was no danger to the community or environment.

"Flinders Ports is working as quickly as possible to assess the situation and determine a solution to recommence ship loading," a statement read.

Flinders Ports is working with port users Viterra to investigate engineering and operational options for its infrastructure that would assist in providing a temporary solution.

The company said it would have more information in the coming days surrounding the immediate future of the port.

## New Port Needed for Iluka

ILUKA has advised that the export of heavy mineral concentrate from the port of Thevenard in far west South Australia has been suspended.

"Iluka ships HMC from the Jacinffi-Ambrosia mine to its mineral separation plants in Narngulu, Western Australia and Hamilton, Victoria through the port, the company told the ASX.

"Flinders Ports (owner of the port) has informed Iluka that it has a safety concern surrounding the structural integrity of sections of the jetty that support a conveyor system utilised by the operator of the port (Viterra) for loading.

"It is not clear when loading activities at the Port will be resumed.

"Iluka is currently investigating alternative avenues of transport for the Jacinth-Ambrosia HMC, through one of the other ports in the region.

"The disruption is unlikely to have an impact on production guidance for 2017. Further, given Iluka's sufficient inventory of zircon (as finished product), no impact on sales volumes for 2017 is expected."

Iluka's Jacinth-Ambrosia mine is 270km from the port.

Mining started at the project in 2009 and was recently restarted.

The Advertiser, 4<sup>th</sup> July 2017



## Australia Urged to Look Into Possible Abandoned Ship and Crew

The Australian Government has been urged to intervene to identify the owner of 36-year-old supply ship MV Yarabah that has spent almost two months languishing at Port Welshpool, in the South Gippsland region of Victoria.

The International Transport Workers' Federation (ITF) said the crew of the ship, who are Indian nationals, have allegedly been paid a flat rate of just AUD 120 per week while working in the port since the beginning of April.

The union is demanding action from the Federal Government to identify whether the vessel has been abandoned. The Government would also identify the owner and operator of the ship, the crew's legal status, and how they have been paid such a low wage while operating in Australian waters.



Image Courtesy: Shipspotting

"For nearly two months this vessel has been sitting at a regional Australian port, crewed by a group of Indian nationals who are reportedly being paid just a fraction of the minimum wage," Dean Summers, ITF Australia coordinator, said, adding that the Government needs "to urgently intervene.

The issue highlighted the importance of an ongoing Senate examination into Flag of Convenience (FOC) shipping in Australian waters, according to the ITF.

In a submission to the inquiry, Border Force wrote that "organised crime syndicates or terrorist groups may seek to exploit" flag of convenience shipping arrangements due to a "lack of transparency of the identity of shipowners" and "insufficient flag state regulatory enforcement and adherence to standards".

"Clearly, the system is failing, resulting in the Australian community and environment being put at risk by rogue shipping operators taking advantage of inadequate regulation and compliance," Summers said.

World Maritime News June 29, 2017

## ITF Urges Australian Gov't to Let Coal Ship Crew Come Ashore

The International Transport Workers' Federation (ITF) is demanding that 20 Chinese seafarers stranded aboard the Hong Kong-flagged coal ship, Five Star Fujian, off the coast of Gladstone, Queensland, be allowed to come ashore until a dispute is resolved, according to The Maritime Union of Australia.

The seafarers have been stuck aboard the 181,383 dwt Five Star Fujian for a month after the vessel's owners disappeared without paying the workers' wages or replenishing the ship's supplies and food.

Both the ITF and Mission to Seafarers, a welfare agency, have been denied access to the vessel. According to the ITF, this is in contravention to international maritime law, the International Ship and Port Facility Security Code.



Image Courtesy: Shipspotting

The Australian Maritime Safety Authority (AMSA) boarded the ship with members of the Chinese Consulate, on August 19, 2016, the ITF said.

"So far, the Australian taxpayer has been responsible for looking after the distressed crew because the owners cannot be located. This, unfortunately, is a common feature of international shipping, which is riddled with corruption and law breaking, because there is little to zero recourse, even when those ships are trading in Australian waters. If that vessel sails in the near future, without evidence that everything is above board, it would be a breach of the Maritime Labor Convention," Matt Purcell, ITF Australia Acting Coordinator, said.

The Five Star Fujian's crew have been receiving emergency supplies after they were abandoned by the vessel's owner.

MUA said that the ship's owner, Fujian Shipping, has failed to respond to any request from Australian maritime authorities.

The bulk carrier is loaded with around USD 40 million worth of coal it collected at the Port of Hay Point in Australia.

"The Federal Government needs to intervene today, get the crew landside, while a proper investigation is conducted and the crew are able to access the services they need. These are people, not political pawns," Purcell added.

World Maritime News August 19, 2016

## Next Meeting

The July Meeting will feature the award winning documentary, *Tigers and Snakes, the story of the Krait*.

This retraces Z Special's *Operation Jaywick* in which a group of 6 British and Australian Commandos successfully infiltrated the Japanese occupied Singapore Harbour in September 1943 and destroyed a number of ships without being detected.

It also touches on the subsequent *Operation Rimau* which saw all those taking part either losing their lives or going missing.

Date: **Tuesday July 25<sup>th</sup> 2017**

Time: **Dinner 7:00pm – meeting 8:00 pm**

Venue: **British Hotel, Port Adelaide.**

Cost: **Donation**

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

## Australia resolves landing helicopter docks propulsion issues

Propulsion issues that tied the Royal Australian Navy's two landing helicopter docks to port for four months are set to be resolved this week, according to the Royal Australian Navy.

The navy said HMAS Adelaide is due to leave the dry dock at Navy's Fleet Base East on June 27 after completing maintenance.

Once undocked, she will undergo sea trials and return to her operational capability program over the next few months.

Canberra completed initial propulsion sea trials in May, which together with advice from industry partners indicates she is able to return to sea on June 29 and will participate in Exercise Talisman Sabre 2017.

Defence has been working closely with the original equipment manufacturers – BAE, Navantia and Siemens – to identify the root causes of the issues.

As previously reported, Adelaide moved into the dry dock at Navy's Fleet Base East in May, and Defence has undertaken a range of activities including access to, and a detailed inspection of the propulsion pods, defect rectification and maintenance.

The docking and inspection of Adelaide identified wear in some bearings in the port pod which is assessed to be the likely cause of oil contamination.

The propulsion system of Canberra has been recertified for seagoing operations with minor restrictions in place until her planned docking in 3rd quarter of 2017.

Both ships are expected to return to full service before the end of the year following these periods of defect rectification, maintenance and trials.

Naval Today June 27, 2017



Royal Australian Navy photo of HMAS Canberra sailing out of Sydney Harbour



The Chi-Cheemaun on its way across Georgian Bay from Tobermory at the tip of the Bruce Peninsula to South Baymouth on Manitoulin Island in Ontario Canada, a trip your editor will undertake, in the opposite direction, in September. This cuts a considerable distance off the drive from Toronto to western Canada, though only in the warmer months.