

The Traverse Board

Newsletter of the Friends Of The Paul McGuire Maritime Library Inc

January 2018

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

News From The Friends

Next Meeting

The February Meeting will be our AGM and a continuation of the sale of David Kemp's books.

Date: Sunday February 4th 2018

Time: 12:00 noon

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

Cost: Donation

BYO Food, Drinks from the Bar Only.

PRESIDENT'S REPORT January 2018

Here we are, at the start of a new year, and I trust that it will be a cracker for all of the Friends, we can't afford duds, after all!

Our November meeting was a very pleasant gathering, as ever, with an interesting DVD procured by Neil, showing the old ferries of the Great Lakes of North America and Canada. Big ships they were, but seemed rather top-heavy, as some proved to be on occasion. The Lakes are big bodies of water, and the potential is always there for bad storms and nasty seas.

There are still three boxes of books from Captain David Kemp's collection, and so we will be combining our AGM with a further book sale and barbecue at the R.S.A.Y.S. on Sunday 4th February. These books would make a wonderful addition to your home libraries, I can vouch for the quality of the reading therein.

"Coconut" is nearly ready to be shipped to Plymouth in preparation for the Golden Globe re-enactment solo race around the world. Mark Sinclair has been very busy getting the yacht ship-shape, unfortunately had also to do some work, the curse of the yachting classes! If enthusiasm counts for anything at all, he is in with a good chance in the race.

Time to get this to Neil for printing, so hope to see you all on the 4th.

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

Australian Defence Force to bolster East Coast security and boost recruitment

Charles Miranda, News Corp Australia Network

January 2, 2018 9:30pm

IT'S not exactly the Maginot line but Australia's east coast security will be significantly bolstered in 2018 with Defence's strategic rollout of new ships and aircraft and berthing plans for its subs.

The Federal Government has now confirmed some of the Royal Australian Navy's new French-designed submarines will be based on the East Coast when they are built, reversing the policy that has had all submarines based off Perth for the past 20 years.

The first of the new F-35 Joint Strike Fighters will also be arriving at RAAF Base Williamtown north of Newcastle this year and helicopter landing ships at Fleet Base East in Sydney have now be cleared for full service.

But having the numbers to staff them remains a challenge with new figures showing a 2 per cent shortfall in ADF personnel strength, prompting recruitment drives into universities, community groups and even high schools. The ADF has also reduced the Initial Minimum Period of Service for some hard-to-fill roles to make them more attractive.

Defence Minister Marise Payne said there was an "inevitability" to bolstering East Coast defences by virtue of the number of military projects and decisions to be made in 2018 including an announcement of the future frigates selection and Army's \$20 billion critical combat reconnaissance vehicles and the cutting steel now for the new Offshore Patrol Vessels.

She said the new air warfare destroyer HMAS Hobart sat proudly at Fleet Base East in Sydney alongside Landing Helicopter Dock ships HMAS Canberra and HMAS Adelaide, which were now service cleared.

"There is an inevitability attached to that which is in large part because of the revitalisation of our naval capability that we are doing and particularly with nine future frigates coming online, like the Hobart, preceded by the three air warfare destroyers two of which will come into service in the next couple of years complementing the Hobart, we will have ultimately 12 future submarines some of which will be home ported on the East of course," she said when asked whether this was Australia's Maginot, the fortifications and weapons program created in France to deter Germany before World War II.

"So there is an inevitability about that in terms of the capability development that we are doing."

Senator Payne said she was satisfied with the ADF's personnel capability despite a 1.9 per cent strength shortfall as set by her government.

A Defence Department spokeswoman yesterday dismissed suggestions the number was significant but said all three services had plans to grow their ranks this year.

"Defence is targeting candidates through specialist recruitment teams, which consists of ADF members from the same demographic as the desired talent," a spokeswoman said.

"Their role is to engage potential candidates and their influencers in order to raise awareness of ADF career opportunities. The teams facilitate school visits, attend targeted events and community forums, and run dedicated information sessions."

The current ADF strength is 58,556 with Navy 13,833 personnel, Army 30,429 and RAAF 14,294.



HMAS Canberra and HMAS Adelaide at Garden Island in Sydney. Picture: Gregg Porteous



Caernarfon, North Wales



Service update to coastal & local waters forecasts



Overview of the coastal and local waters forecast service

The Bureau provides marine weather information for 62 coastal waters areas and 17 local waters areas. These forecasts are issued twice daily, and include information that is tailored for marine activities, specifically winds in knots, wave height, swell height and direction, and a weather description including chance of rainfall. These forecasts also refer marine wind warnings if current for the same area.

Coastal waters areas include the waters out to 60 nautical miles off the coast.

Local waters areas are internal waters as bays, harbours and lakes on which a large number of commercial or recreational craft operate.

The forecasts are published on the public website, and are also broadcast on VHF (inshore) and HF (offshore) radio.

What is being changed?

Marine forecasts vary in length, but radio broadcast timeslots are fixed. To reduce the length of the marine forecasts to ensure they can be efficiently and consistently broadcast on radio, and always fit within broadcast timeslots, a suite of changes are being implemented. A key improvement will be increasing the threshold for when rainfall gets reported.

Currently the marine forecasts describe a chance of rainfall if there is a 20% chance or higher. This threshold is being increased to 50%, so that a shorter weather description will be used when there is a lower chance of rainfall. This change will be implemented across all coastal and local waters forecast products and formats.

What are the benefits?

- **Reduced forecast length** – a more succinct forecast for mariners to follow, and less text for VHF radio broadcasters to read.
- **Forecasts targeted for key weather information** – forecasts will only provide mariners with information about rainfall when there is a higher probability of it occurring, in response to feedback the Bureau has received that rainfall is of a lower concern for mariners.

Where can I find out more?

Get coastal waters and local waters forecasts for your area at www.bom.gov.au/marine.

Find out more about your local VHF services, and HF radio services for offshore areas, at <https://bom.is/marinecommunication>.

Sydney to Hobart: Could the 628-nautical-mile race be won in a day?

By Emily Street, ABC News 31st December 2017

When Perpetual Loyal smashed the Sydney to Hobart line honours record by more than four hours in 2016, it was felt the new mark would stand for years, if not decades.

But the very next race Comanche gouged a similar chunk out of the record.

So, in the space of a year the winning time has been lowered by a whopping nine hours.

But as in previous races, the supermaxis had a painfully slow trip up the River Derwent to the finish line.

Which begs the question: how fast could these boats go given the perfect set of winds?

Could they slice another nine hours off the record to reach Hobart within a day?

Why was this year's race so fast?

This year's record-breaking dash was five days faster than the inaugural time set by Rani in 1945.

And yes, money and technology can take a lot of the credit for that but, as Cruising Yacht Club of Australia commodore John Markos points out, a bigger and better boat does not guarantee smooth sailing.

"The only thing they can't control ... is the wind — that's the only lucky star in the whole thing," he said.

Bureau of Meteorology forecaster Simon McCulloch said the start of the race was slow due to light winds in Sydney Harbour.

"But once they got round the corner and out into the Tasman they had north-easterly winds that freshened right down the New South Wales coast, through Bass Strait and then were quite fresh [about 30 knots] down the Tasmanian coast as well," he said.

"So all the way around to Tasman Island [there were] quite strong north-easterly winds ... a very favourable direction."

Could the 2017 race have been faster?

Yes, if Comanche and Wild Oats XI had made it to Storm Bay earlier they might have been able to sail into Hobart on a sea breeze.

"They kind of hit a little bit of a brick wall where the winds were much, much lighter and so they really struggled up the Derwent on Wednesday evening," Mr McCulloch said.

"The north-easterly prevailing wind ... was just a little bit too strong to allow a sea breeze in."

He said it was rare to catch a strong north-easterly down the east coast followed by a favourable breeze up the Derwent.

Ichi Ban navigator Will Oxley said the best place for the fleet to make up time was on the long run down the coast.

"If you could sail with the wind coming from the left-hand side of the boat, slightly aft, so that meant that you had your fastest sail combination up for the majority of the race, that is when we would see the record lowered," he said.

How would the perfect race play out?

Mr Oxley's dream race would begin with a good south-easterly out of Sydney Harbour followed by a "magical" wind shift to the north-east outside the Heads.

"So you can point straight at Tasmania with your reaching sails and go very fast, as opposed to what we had this year which was down-wind conditions so the boats had to jibe — you had to zig-zag," he said.

"Then when you get to Tasman Island the wind would magically shift to the south, and you would again reach all the way across Storm Bay.

"As you got to the entrance to the Iron Pot, it would shift into the east or the west and you would again reach up.

"They are the ideal conditions."

Could the current supermaxis make it to Hobart in less than a day?

That depends on who you ask.



Sydney to Hobart line honours winner Comanche holds the current race record, which is about 33 hours.

Supplied: Rolex Sydney to Hobart Yacht Race

Sydney to Hobart: Could the 628-nautical-mile race be won in a day?

Mr Oxley thinks so.

"The world speed record for boats like that is around the 600-mile mark [in a day], just over, and the race is 630 miles," he said.

"In perfect conditions, Comanche could go under 24 hours."

Triple Lindy sailing master Bradshaw Kellett estimated 22.5 hours would be the fastest possible time, but he was sceptical.

"It would have to be 100 per cent perfect [conditions], better than this year's forecast," he said.

Mr Markos believes 30 hours is in reach for the current fleet.

"Last year I said that the record ... was not going to be broken for a great many years and here we are again the very next year and it's broken by four hours," he said.

"I'm not prepared to say that it won't be a fast race next year."

What could beat the supermaxis?

Mr Markos said the 24-hour mark could be cracked by the sort of boats competing in round-the-world races like the Vendee Globe.

"The likes of the Vendee Globe boats, the ones that have foiling on the side that are able to reduce the wetted surface of the boat," he said.

Mr Oxley agreed, saying the introduction of foiling boats would have a huge impact on the race.

"We're not yet seeing them in a race like this, but theoretically, a foiling boat could shatter the record," he said.

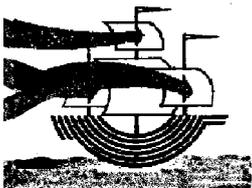


Wild Oats XI did beat Comanche to the line but was penalised an hour and was relegated to second.
Supplied: Rolex Sydney to Hobart Yacht Race



Prince Frederick's Barge,
National Maritime Museum,
Greenwich

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 4th February. 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.