



The Traverse Board

Newsletter of the Friends Of The Paul McGuire Maritime Library Inc

July 2018

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

News From The Friends

PRESIDENT'S REPORT July 2018

Greetings to you all, and I hope you are keeping safe and warm, it is certainly a wild and windy day today, good for reading and not much else.

This a fairly short report, but in May a rather small group of Friends met at the State Library for a presentation of slides covering many items in the Collection, which aren't normally on display; altogether it was a most interesting session, with Librarian Isabel Storey, and we all learned a lot in the ensuing conversation.



Rather short notice, I fear, but next Tuesday, 24th July, Michiel Lucieer will address us on Lighthouses, and the keeping of them. This will take place at the British Hotel, Port Adelaide, and I hope to see you all then.

Meanwhile, Captain Coconut (aka Mark Sinclair) is progressing well in the big race, having just past through the film drop-off gate at Lanzarote, in the Canary Islands. He was interviewed from a dinghy by race organiser Don MacIntyre, and this can be seen on Facebook.

Time to close this, see you next week, Regards, Julian.

Next Meeting

Tuesday 24/7/2018

British Hotel Port Adelaide

Michiel Lucieer will tell us of Lighthouses in South Australia with a focus on the Althorpe Islands.

Dinner from 6:00pm meeting from 8:00pm

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



Member Mark Sinclair is all at sea in the 2018 Golden Globe Race.

As I write this the fleet is off the west coast of Africa heading south past the Canary Islands.

While most of the entrants remain, a couple, including Perth's Kevin Farebrother, have decided to retire.



Christophe FAVREAU / GOR 2018



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New KI ferry service out of action after engine trouble causes accident

The Advertiser

July 3, 2018 3:54pm

THE new Kangaroo Island passenger ferry will be out of action until the spring following a relatively minor berthing accident that destroyed a \$10,000 propeller.



The KI Connect catamaran, which is now under repair. Picture: Supplied

KI Connect's catamaran was briefly out of control when an engine cut out at Cape Jervis about 6pm on Friday and strong winds pushed it on to rocks. No passengers were aboard at the time.

The company has been told a replacement for the specialised prop will not be available for up to six weeks. It has decided to cease operations for the rest of the low-demand winter period so that it can also get to the bottom of the mystery engine fault, which is suspected to be linked to its electronic management system.

Business owner David Harris, who launched the one-vessel, passenger-only service in early June, told The Advertiser that the accident and lost trade would cost KI Connect "an enormous amount".

He said most of his staff of 12 were casuals who would lose income, and islanders would temporarily lose access to a cheap, fast connection to the mainland, "but it's just a setback ... sh*t happens, unfortunately".

Unlike the long-running Sealink ferry to the island, KI Connect's \$1.6 million vessel does not carry vehicles or freight and a one-way fare of \$25 is about half that charged on the bigger vessel, which also takes longer to load and dock.

KI Connect had been scheduled to open in January, but the company was held up by a four-month approval process to dredge at Cape Jervis for berthing access. It then spent \$210,000 to complete that work.

It also operates a car-rental service on Kangaroo Island and this will continue to run while the boat is under repair at American River.

Nearly 60 may be dead in Thai tourist boat

Up to 60 may be dead as authorities said there was "no chance" of more survivors being found after a tourist boat carrying Chinese tourists sank off Phuket.

Panarat Thepgumpanat and Chayut Setboonsarng Reuters July 7, 2018 4:19am

Thai rescuers have deployed helicopters to search for 23 people missing after a boat carrying Chinese tourists sank, with one official saying he feared "no chance" of any more survivors, which would mean nearly 60 dead.

The confirmed death toll from the accident off the resort island of Phuket stood at 33, provincial governor Noraphat Plodthong said, but the navy said divers had spotted "quite a few bodies" in the sunken vessel, the Phoenix.

The boat capsized in rough seas on Thursday with 105 people on board, 93 of them Chinese tourists along with 12 Thai crew and tour guides.

Television broadcast images of dozens of divers searching for the missing, while more rescuers waited on stand-by at a pier nearby. Seas were calm and skies clear on Friday.

The Marine Police said rescue teams were diving to a depth of about 40 metres.

A Marine Department official said there was probably "no chance" any more survivors could be found from inside the boat.

"A day and a night have passed," said the department's deputy director-general, Kritpetch Chaichuay.

Thailand is in the middle of its rainy season, which usually runs from May to October and often generates high winds and flash storms in coastal areas, especially on its west coast, on the Indian Ocean, where Phuket is located.

Police are investigating the incident. The boat, which went down about 7km from shore, was properly registered and had not been overloaded, police said.

Tour operators had been warned about the severe weather, Tourist Police bureau deputy chief, Major General Surachate Hakparn, said.

"Be careful ... nature is not a joke," Surachate wrote on Facebook.

"The Tourist Police warned businesses in Phuket already to not take boats out from shore, but they violated this order by taking foreign tourists out," he said.

A representative of the operator of the boat, TC Blue Dream, declined to comment when contacted by Reuters.

Another boat sailing in the same area capsized on Thursday but all 35 tourists, five crew and a guide on board were rescued, the Water Safety Department of the Harbour Department said.

The Chinese embassy in Bangkok said it had sent a team to Phuket to help and consulate staff in southern Thailand were on the scene helping their citizens.

Chinese tourists make up the biggest number of foreign visitors to Thailand, their numbers surging in recent years.

"China expresses gratitude for the active search and rescue efforts made by Thailand," Chinese foreign ministry spokesman Lu Kang told a regular briefing in Beijing.

Tug, two massive barges take shelter in Nepean Bay, KI

The Islander June 14 2018 - 3:09PM Stan Gorton

The tug boat PT Monto and two massive barges are taking shelter in Nepean Bay at Kangaroo Island.

The convoy operated by Pacific Tugs experienced 10 metre seas and 55-knot winds while crossing the Great Australian Bight.

The tug and two barges spent Thursday night, June 14 anchored off Ballast Head and on Friday morning backtracked closer to Kingscote to resupply and conduct some safety checks.

The vessels are set to stay in Nepean Bay until the current storm system passes, probably departing eastward on Sunday.

The convoy was making it way from Onslow, Western Australia across the Great Australian Bight to Pacific Tug's base at Iluka on the NSW North Coast.

The trip from Onslow to Kingscote took four weeks at average speed of 4 knots, and the remainder of the trip was expected to take about three weeks.

The empty barges are due to have maintenance conducted before being put back into service for general construction and marine activities.

Andrew Neighbour from Kangaroo Island Marine Adventures was contracted by Pacific Tugs to bring personnel in to Kingscote on Friday morning for them go to the local Drake supermarket to resupply.

The crew also wanted to conduct some checks on the barges after a rough trip across the Bight.

PT Monto skipper and Master 1 Chris Benson said it had been a rough trip for the six crewmen and the tug.

A constant watch needed to be kept to ensure the tow ropes between the 3200-horsepower tug and the two 1300-tonnes barges were kept steady.

Fortunately for the rough passage across the Bight, the convoy had following seas with winds and swell pushing them along in an easterly direction.

The decision to come across to the East Coast via the Bight was made because the predominantly easterly winds across northern Australia would have added time and expense.

The barges Miclyn 255 and Miclyn 256 measured a massive 76m long by 24m wide.

The current location of the tugboat PT Monto and the two barges are visible on MarineTraffic.com website.

These were quite a sight in Kingscote which, apart from the occasional visit of the One And All hasn't seen any large vessel since the Island Seaway ceased in the mid 1990s. Cruise ships visited Kingscote, mooring a fair way out in Nepean Bay until a landing was constructed at the Penneshaw Jetty and they switched to calling there since there is much deeper water just off the coast.



New undersea power cable laid to Kangaroo Island

The Islander June 27 2018 - 9:58AM Stan Gorton



The cable laying ship Southern Star belonging to Perth-based specialist Fugro installs the undersea cable at Cuttlefish Bay, Kangaroo Island. Photo: SA Power Networks

Installation of a new undersea power cable to connect Kangaroo Island to the SA electricity distribution network is almost complete.

The 20,000 kVA/33,000 volt cable is 15 kilometres long and manufactured as one continuous length without any joints.

This is the longest continuous undersea cable to be installed in Australia.

SA Power Networks general manager of networks Mark Vincent said the new cable had double the capacity of the existing cable.

“The new supply will provide well in excess of anticipated peak demand growth on the island over the next 30 years,” Mr Vincent said.

“The new cable also has fibre optic cables for protection and monitoring of the cable, and surplus fibre optic cables will be offered to telecommunication companies to provide additional telephone and internet services to the island.

“We’re keeping the existing 10,000 kVA/33,000 volt cable while it is serviceable to act as a back-up supply to the island and maintain the backup power station at Kingscote.”

Cable laying operations took place between June 1-9 and involved more than 100 ship crew, divers, support boats and project personnel working between Fisheries Beach on the southern Fleurieu Peninsula near Cape Jervis, and Cuttlefish Bay on Kangaroo Island.

Perth-based specialist Fugro and its subsea vessel Southern Star was contracted to supply and install the undersea cable and complete associated termination/connection works on a full turnkey basis.

Additional work to connect the new cable to the SA electricity network is planned for July, with the project expected conclusion by October.

Kangaroo Island is the third largest island off the coast of Australia, situated 15 kilometres off the tip of the Fleurieu Peninsula in South Australia and has a population of about 4500 people.

Then and now



The crew on Fugro's Southern Star extend out the new Kangaroo Island undersea power cable. Photo: SA Power Networks



The new Kangaroo Island undersea power cable is being connected to existing infrastructure at Cuttlefish Bay south of Penneshaw. Photo: SA Power Networks

The Islander was contacted by KI resident Wren Lashmar, who provided some fantastic photos of the previous undersea power cable laying operations.

The ship Cobargo, with the assistance of a tug, laid the first undersea cable to Kangaroo Island in 1965.

Mr Lashmar who was then living at Antechamber Bay was supplied with photos taken from the cliff tops above Cuttlefish Bay of the ship and cable laying operation from a boat on the ocean.

He was also able to secure a surplus piece of the 1963 cable from its terminus that he still has today. Fellow KI resident Marie Florance also claims to have a piece of the old cable.

Then in 1993, Mr Lashmar again documented the laying of the next cable that was done by the ship Derwent Enterprise.

Back then he was a keen diver and boater, having dived on many of the island's shipwrecks.

He said he had a dive on the old telephone cable that came up at Alex Lookout, between Penneshaw and Cuttlefish Bay.

Port Kembla ship fire: Blaze on the Iron Chieftain 'totally extinguished'

Brendan Crabb Illawarra Mercury 24th June 2018

After nearly a week, a problematic blaze aboard the Iron Chieftain bulk carrier at Port Kembla has been totally extinguished.

Fire-fighters spent several days battling a dramatic fire aboard the Iron Chieftain.

Flames broke out in the cargo hold of the Iron Chieftain last Monday morning as crews were unloading dolomite at Port Kembla Harbour.

Paul McGuiggan, assistant commissioner for metropolitan operations at Fire and Rescue NSW said as of Sunday afternoon, the fire was "totally extinguished".

Speaking at 2pm, he said the past 30 hours had included constant monitoring of the temperature and also the carbon monoxide build-up in the holds.

He said following this, they were comfortable that the fire was now dormant and totally extinguished.

"We're moving into a different phase of the operation now... We will start to move into the handover process with NSW Police, who will take charge of the vessel and commence their investigations," he said.

"We will remain on-site for some time, just monitoring, making sure that the environment is stable for those investigators to undertake their work.

"We'll work with the company (CSL) to ensure that they've got the right information, so that they can commence their salvage operations as well."



HARD TO GET AT: Firefighters train hoses on a conveyor belt attached to the Iron Chieftain, in the early stages of the firefighting effort last week. Picture: Supplied



Paul McGuiggan, assistant commissioner for metropolitan operations at Fire and Rescue NSW.

Mr McGuiggan said the cause of the fire was still under investigation.

"We have mentioned that it looks like it started in the vertical riser of where the conveyor belts are," he said.

"So I'd imagine the investigators at this particular time will start to commence their investigations and start to look there.

"But it's going to take I'd say a few days yet before they can actually determine what the exact cause was."

Mr McGuiggan said there was "significant damage into that hold and along the conveyor belts".

He said there was significant fire damage to different parts of the upward conveyor belt, and also in a number of smaller tanks that contain some marine fuels.

However, Mr McGuiggan said there was no structural damage to the ship, nor any significant damage into the "living areas" of the ship.

"So one would think that it would be salvageable," he said.

Mr McGuiggan said tackling the blaze had been a combined effort of Fire and Rescue NSW, police, the Port Authority and other agencies.

Up to 100 fire-fighters were placed on an around-the-clock roster as the fire proved difficult to get at.

Mr McGuiggan said the only reported injury was one fire-fighter sustaining minor injuries when a hose coupling broke.

Mr McGuiggan said they had supplemented Illawarra resources with Sydney crews.

"One of the great opportunities for us is to get some learning out of this and get some experience for our crews in shipboard fire-fighting," he said.

"This is not something that we see very often, so we're very fortunate that we had good crews in the Illawarra that had great experience and have done exercises down here on this very scenario.

"And it's been a great opportunity for us to bring other crews in from around the Sydney metropolitan area so that they can get experience at that."



The light station on the Althorpe Islands – Michiel Lucieer

HMAS Adelaide is six nation ship

Royal Australian Navy Published on 27 June 2018 LEUT Ryan Zerbe (author), ABET Jarrod Mulvihill (photographer), ABIS Ronnie Baltoft (photographer), ABIS Craig Walton (photographer)

HMAS Adelaide has become home to military personnel from six different nations during her transit to Exercise Rim of the Pacific (RIMPAC) 2018.

In addition to the ship's normal complement of roughly 400 personnel, almost 50 United States Marines, 25 Sri Lankan Navy Marines and more than 40 Royal Tongan Marines are also aboard, working with their counterparts from 2nd Battalion, Royal Australian Regiment (2RAR) as a combined land forces element.

Two officers from the Royal New Zealand Navy and a Captain from the Canadian Army are also aboard, living and working in Adelaide's current community of over 680 people.

Lieutenant Jackson Healy of 2RAR found the transit was a valuable time for the land forces element nations to become familiar with each other.

"The land force elements have been conducting a lot of interoperability and familiarisation training, including dry combat shooting, urban training throughout the ship and medical training with their medics and Ship's Medical Emergency Teams (SMETs)," he said.

"The team from 2RAR have also conducted physical training with members of the other nations and began to build a strong, healthy and competitive spirit."

"The real benefit of sailing to Hawaii together will be apparent once RIMPAC starts with robust relationships already established." Lieutenant Healy said.

Sailing with Adelaide in a joint task group are HMA Ships Melbourne, Success and Toowoomba as well as HMNZS Te Mana and HMCS Vancouver of the Royal New Zealand and Royal Canadian Navies respectively.

The entire force will arrive in Hawaii in late June for more than a month of joint exercises in humanitarian aid and disaster relief, maritime security and complex war fighting.

RIMPAC is the world's largest international maritime exercise with over 47 ships and 26 nations expected to participate.



Petty Officer Aviation Support Conor Gray briefs embarked forces on flight deck safety operations during a tour of HMAS Adelaide. (photo: ABET Jarrod Mulvihill)