



# The Traverse Board

Newsletter of the Friends Of The Paul McGuire Maritime Library Inc

September 2018

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

## News From The Friends

### PRESIDENT'S REPORT September 2018

Greetings once more, and we welcome the Spring, enough of Winter! I do hope you are all keeping well, and enjoying life to the full.

Back in July we met at the British Hotel, to be addressed by Michiel Lucier, his subject being lighthouses in S.A., in particular the light on Althorpe Island. It was a brilliant presentation, complete with many colour slides, and it is clear that Michiel's passion is the preservation of the Althorpe buildings and surroundings. Altogether a wonderful evening.



Mark Sinclair is still ploughing his way around the world, currently *Coconut* is about to enter the Indian Ocean, a fair distance behind the leaders, but still going, I hear that his phone calls are very entertaining, his sense of humour clearly undiminished. Next stop, or rather a pause, is in the River Derwent, Hobart, before he makes for Cape Horn — press on, Mark!

Our next meeting, on Tuesday, September 25th, will be interesting, as Heidi Ing tells us about some of our early settlers and their lives in this wide brown land. I look forward to seeing many of you there, once again at the British Hotel.

The *One and All* is back in business after a lengthy refit, this time carried out in Port Adelaide, instead of Sydney — much better. The Friends are able to sponsor a young disadvantaged person for a voyage on the ship, in December, more details in the next Traverse Board. Another example of our funds being put to good use, Margaret McGuire would approve, I'm sure.

### Next Meeting

Tuesday 25/9/2018

British Hotel Port Adelaide

**'Geographic mobility in the Golden Age of Sail'**

*Heidi Ing from Flinders University will tell us about the movements of our early settlers.*

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

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

Mark your calendar for our annual dinner, on Sunday, October 28th, luncheon at the Royal Oak Hotel, Clarendon. This is a delightful place, a bit of a change, and I hope to see a good number of the Friends at this event.

Time to wrap this up, so that Neil can do his magic. See you all soon.

Regards, Julian.



Marino Conservation Park occupies a hill side just south of Marino and has some spectacular views up the coast.

It is also home to the Marino Rocks Lighthouse built in 1962 to replace the Wonga Shoal Light.



*British*

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### The Traverse Board

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## Autonomous Survey Vessel Development Continues

Credit: Bibby Hydromap

<https://www.maritime-executive.com/article/autonomous-survey-vessel-development-continues>

By MarEx 2018-08-30 21:03:09

The use of autonomous vessels in marine surveys is increasing, and, most recently, U.K.-based survey company Bibby HydroMap completed testing of DriX, an autonomous unmanned survey vessel, this week.

Developed by iXblue, the eight-meter (26-foot) vessel is designed for shallow and inshore survey as well as offshore work and can accommodate a hydrographic and geophysical survey payload. It was tested in an offshore wind farm environment in a range of sea states. Testing took place in and around the Gwynt Y Môr offshore wind farm, operated by Innogy Renewables UK. The 576MW offshore wind farm is in a tidally-challenging area off the North Wales coast and is the fourth largest operating offshore windfarm in the world.



Specific locations of interest were identified within the wind farm environment to provide a direct comparison with conventional survey methodologies. Fitted with a Teledyne RESON Seabat IDH T50 multibeam echosounder, the system was able to acquire unprecedentedly clean bathymetry at speeds greater than eight knots, remaining on the intended survey line in cross-tides in excess of 1.5 knots.

With a unique hydrodynamic gondola housing the payload DriX has been designed to dramatically reduce the amount of aeration around the multibeam echosounder. During the trials, a significant improvement was realized when compared to the conventional deployment methods seen with the majority of vessel mounted multibeam echosounder systems.

The vessel is able to operate at speeds of up to 14 knots and capable of making line turns of less than one minute. The test confirmed it was able to continue operations in conditions that would have been unsafe for conventional vessels.

### Alaska Test for ASV Global



The news follows a successful survey using another autonomous vessel off the coast of Alaska earlier this month. ASV Global and TerraSond completed a hydrographic using an ASV Global C-Worker 5 unmanned vessel alongside the Q105 survey ship acting as the mother vessel. Fitted with a multibeam echosounder, the C-Worker 5 carried out 53 percent of the survey. The vessel was productive in an offshore capacity and also when working close to rugged, rocky shoreline with an abundance of uncharted navigational hazards. This operation marks ASV Global and TerraSond's fourth unmanned charting survey for NOAA in as many years. The total unmanned survey lines completed now stands at almost 15,000 kilometers (9,300 miles).

A team of research engineers is also using an ASV Global C-Worker 4 autonomous surface vessel to explore the use of autonomy for charting surveys in the Arctic regions. The team from the University of New Hampshire and NOAA are testing the diesel-powered, four-meter (13-foot) vessel which has a longer endurance and is larger in size than other unmanned surface vessels used by NOAA. The C-Worker 4 is equipped with a standard suite of hydrographic survey equipment and can independently follow planned survey lines at a distance of approximately eight kilometers (five miles) from the ship. The ASV can also be remotely driven when alongside the ship for deployment and recovery.

### Sea-Kit

In February, Hushcraft built a Sea-Kit long range and endurance autonomous vessel designed to act as a mother-ship for a Kongsberg Maritime Hugin autonomous underwater vehicle. The vessel was designed for use by the GEBCO-NF Alumni Team to provide unmanned, high quality seabed mapping. Hushcraft said the vessel is a world first, because the Sea-Kit can act as an autonomous vessel in its own right and is also the first vessel that allows another unmanned vessel to be launched, recovered and controlled through an unmanned vessel.



Sea-Kit can carry a deployable and retrievable payload of up to 2.5 tons and is anticipated to make seafloor mapping safer and more efficient. It uses Kongsberg Maritime's K-MATE, an autonomous control engine that is also being deployed for the fully electric, autonomous container feeder Yara Birkeland.

## Autonomous Survey Vessel Development Continues

### Oceanalpha in Antarctica

Oceanalpha's M80B unmanned surface vessel has performed surveys in Antarctica earlier this year. The 5.65 meter (18-foot) vessel has an endurance of over 100 nautical miles and a maximum payload weight of 150 kilograms. It can load single-beam echo sounder, multi-wave sounding system, side scan sonar, forward looking sonar and other acoustic detection equipment. The trimaran has good stability and a specially-designed bow bulb to reduce spray and therefore improve the quality of measurement data.



A couple of items from 100 years ago retrieved from Trove.

**COAST STEAMSHIPS LIMITED**  
 Will dispatch the steamer  
**S. S. KARATTA,**  
 From Milner Wharf, Port Adelaide,  
 on Saturday  
 For KINGBOOTE and BOO BAY,  
 (Calling at Obispo Alacranes).  
 Wednesdays and Saturdays, at 7.30 a.m.,  
 Saturdays Mondays and Thursdays from  
 Kingscote at 10 a.m., and Flag Top (weather  
 permitting), about 11 noon.  
 Also connects to KANGAROO ISLAND  
 MONDAY OR WEDNESDAY.  
 A. L. HENDERSON, Secretary,  
 Local Agent, ARTHUR DAW, Kingscote.  
 [A CONT.]

KI Courier 7<sup>th</sup> September 1918

### WAR WORK ON THE AMERICAN LAKES.

Mr. Crawford Vaughan somehow finds time to do a good deal of magazine writing in the midst of his work in America, and his articles shed a vivid light on the wonderful way the people of America have thrown themselves into the war. In a recent article Mr. Vaughan writes very interestingly of the ship yards of the great lakes, where marvellous things are being done. At one establishment Mr. Henry Ford has in hand the construction of Eagle submarine chasers. When complete these yards are expected to employ 40,000 men and to turn out a chaser a day. The Eagle type of chaser, Mr. Vaughan says, is constructed on lines so fine that it would blow a ship in halves without feeling much shock from the impact. A great shipbuilding future is predicted for the Lakes yards after the war, but a handicap on the construction of ships for use beyond the lakes is imposed by the Welland Canal—the narrow neck of the lakes, whose locks limit the size of the vessels passing through the canal to about 3,500 tons. Duluth harbour, on the lakes, claims to be the second port in the world in point of tonnage shipped. In July of last year 700 tons of freight was loaded or unloaded at the Duluth-Superior wharfs and docks every minute of each 24-hours day!

The Murray Pioneer Renmark 6<sup>th</sup> Septmber 1918  
 Page 3

## Huge Ghost Ship Has Appeared Off Coast With Absolutely Nobody Aboard

By : Charlie Cocksedge

<https://www.unilad.co.uk/life/huge-ghost-ship-has-appeared-off-coast-with-absolutely-nobody-aboard/>

A giant container ship was discovered off the coast of Myanmar with no one on board and no clues as to where it came from.

Fishermen found the empty 'ghost ship' mysteriously drifting alone near the Yangon region of Myanmar. It eventually ran aground on a beach.

We're not talking about a little dinghy that's broken away from its tethering – this rusty 'ghost ship' was more than 177 metres (580 feet) long, with no goods on board, no skeletons in its closet and generally no sign of life whatsoever.

Just imagine being a fisherman in your little boat and seeing this huge floater drifting towards you. 'Where did it come from,' you think to yourself, 'and did I bring spare underwear?'

Alas, this wasn't the work of Captain Jack Sparrow or Davy Jones. In fact, authorities think they've figured out where the creepy thing came from.

Navy personnel boarded the ship, discovered to be called the Sam Ratulangi PB 1600 (or GhostyMcghostface for short), and now believe the boat was on its way to a ship-breaking factory in Bangladesh.

The ship was being towed by a tugboat, however authorities believe the crew abandoned the container ship when they got caught up in bad weather, reports BBC.

According to Marine Traffic, the empty vessel was built in 2001, and its last location was recorded off the coast of Taiwan in 2009.

A tugboat called Independence, was found about 80km (50 miles) off Myanmar's coast.

Ah, the irony of a boat called Independence being used to tow another boat, only to abandon it and forge ahead on its own.

Authorities questioned the 13 crew members of Independence, who confirmed they had been towing the container ship since August 13. They were on their way to the factory in Bangladesh where it was to be dismantled and salvaged.

However, after running into bad weather, some of the cables towing the boat broke, and the crew decided to abandon poor old Sam Ratulangi PB 1600.

The authorities are currently further investigating the incident.

Though this is thought to be the first time a 'ghost ship' has turned up in Myanmar, they are a more common occurrence on the shores of Japan.

The ships are often fishing boats, which drift onto Japan's western shores from North Korea. Many of the ships often have dead bodies or skeletons on board, hence the 'ghost ship' title, though sometimes the crew is still alive.

In November last year, eight fishermen were found alive on a boat at the Yurihonjo marina. They were from North Korea and had apparently run into trouble at sea.

The Japanese coast guard had recently found another boat with 10 men on board, too.

The North Korean boats are often rickety, simple boats with no modern engines or navigation instruments on board, according to BBC.

Exposure and starvation are usually the cause of death when boats are found with bodies on them.

Though most are likely to be fisherman who have gone off course, it has also been suggested that some are defectors trying to escape North Korea.



Photo: Yangon Police/Facebook

*Apparently this vessel was under tow to be broken up in Sri Lanka but weather conditions forced its abandonment.*

## SHIPPING.

### ARRIVALS.

James A. Mark, 306 tons, Martyn, master, from Cape Town.  
Gnaa, 216 tons, Emerson, from Natal.  
Created Wave, 345 tons, J. Renauf, from Cape Town,  
Farmingham, 281 tons, Coveney, Cape Town.

### INTERCOLONIAL.

Madeline, 114 tons, Burton, master, from Albany.  
Aldinga, 259 tons, Calder, master, from Melbourne.

### DEPARTURES.

#### Beyond the Colonies.

Nyanza, 243 tons, J. Baxter, master, for Guam.

#### INTERCOLONIAL.

Waverley, 216 tons, Southgate, master, for Brisbane.  
Athene, 606 tons, A. Findley, master, for Newcastle.  
Wedonga, 281 tons, Chichester, master, for Brisbane.  
South Australian, 353 tons, Lockyer, master, for Melbourne.

### IMPORTS.

North Riding, 1,389 tons, Ward, master, from London. Cargo—  
300 pkgs Buick and Co.; 1 226 deals, Wilcox & Co.; 4 pkgs, Marshall;  
1,092 bdls. bars iron, A. Simpson & Son; 2 do., S. Marshall  
and Son; 7 do., Moonta Mines; 4,000 bricks, 249 pkgs., Wallaroo  
Mines; 50 do., Fanning; 74 do., C. Jacobs & Son; 13 do., J.  
Howard; 6 do., Kaines; 30 do., Giles & Smith; 37 do., W. C.  
Rigby; 14 do., Crooks & Burton; 80 do., P. H. Faulding; 100 do.,  
G. C. Hawker; 64 do., J. Scott & Son; 51 do., W. Milne; 1 do.,  
F. C. Singleton; 1 do., G. P. Hargas; 1 do., Mayfield & Son; 1  
do., W. P. Weel; 12 do., C. Birks; 431 do., H. L. Vosz; 39 do., F.  
Clark & Son; 62 do., G. Phillips & Co.; 121 do., Virgo & Co.; 2  
do., W. H. Holmes; 2 do., E. Spicer; 1 do., Government; 31 do.,  
Tyleman; 10 do., Berens Bros.; 2 do., J. T. Fitch; 25 do., Goode  
Bros.; 836 do., G. P. Harris & Co.; 53 do., P. Falk & Co.; 932  
do., J. Colton & Co.; 362 do., S.A. Gas Company; 1 do., Mr. Rae;  
1 do., J. A. Holden; 6 do., G. W. Birks; 525 do., 1,584 deals, D.  
and Fowler; 70 do., G. & R. Wills; 1,838 do., 2,315 deals, P. Santo;  
7 do., J. M. Anderson; 9 do., Goode, Toms, & Co.; 71 do., Donald-  
son and Co.; 113 do., D. W. Murray; 3 do., E. G. Wigg and Son;  
175 do., W. Morgan; 991 do., Elder, Smith, and Co.; 2,604 pkgs.  
and pieces, Order.

Corrientes, 599 tons, Jones, master, from Liverpool. Cargo—1  
pkg., P. Green; 1 do., Lawson; 1,103 bars iron, J. Colton; 38 pkgs.,  
Crooks, Burton, and Co.; 25 do., P. Falk; 290 do., H. Scott; 20  
do., Welter and Co.; 23 pkgs., A. Cunningham; 5,000 bricks, 10  
tons pig iron, 2,397 bars iron, 277 bdls. do., 1,294 pkgs., G. Harris  
and Co.; 385 pkgs., P. Levi and Co.; 61 do., Donaldson and Co.;  
30 do., Rhodes; 6,125 pkgs., 40 tons pig iron, Order.

Beemah, 954 tons, Prideaux, master, from Liverpool. Cargo—190  
pkgs. D. and J. Fowler; 400 do., Order; 4 do., Elder; 8 do.,  
Mayfield; 50 do., T. Halliday; 4,706 do., P. Santo; 209 do., J. Col-  
ton; 600 do., Acraman and Co.; quantity salt, 300 pkgs. Fanning;  
19 do., S.A. Govt.; 23 do., W. H. Burford; 12 do., Adelaide Steam  
Co.; 3,015 do., E. Spicer; 12 do., Spencer's Gulf Steam Co.; 15 do.,  
A. Cunningham; 4,110 do., Harris and Co.; 316 do., Harrold Bros.;  
28 do., Geo. Shaw; 39 do., G. and R. Wills; 10 do., D. and W.  
Murray; 4 do., Rhodes; 1,000 do., D. and V. Murray; 1,206  
do., D. and J. Fowler; 812 do., H. T. Vosz; 1 do., H. T. Williams.

## Next Meeting

Tuesday 25/9/2018

British Hotel Port Adelaide

### 'Geographic mobility in the Golden Age of Sail'

*Heidi Ing from Flinders University will tell us about the movements of our early settlers.*

*She is eager to talk about the Chandler family, and would like some feedback from us, for example the size of the John Pirie and the number of passengers and crew listed as being on board.*

*She would also like to discuss ongoing geographic mobility with a particular focus on seafaring families, who moved where and how long it might have taken to travel between regions. She has many people in her study who moved to WA and NZ in particular.*

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

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

## Annual Dinner

This year's dinner will in fact be a **lunch**, this time at the Royal Oak Hotel in historic Clarendon.

Sunday 28<sup>th</sup> October 2018

Royal Oak Hotel

Clarendon

12:30pm

royal**oak**hotel 



Directions to Clarendon:

Take Flagstaff Road from the Marion Road / South Road Darlington intersection, then straight on through the roundabout at Black Road, then Happy Valley Drive to the Chandlers Hill Road roundabout (the third).

Turn left here onto Chandlers Hill Road and follow it up the hill to the top and the Grants Gully Road intersection where you turn right and follow the road down into Clarendon.

The hotel is on the right; its car park on the left.

**Please book with Neil 0418 821 331 or Julian 0414 365 294 by 21st October.**



Port Lincoln