



The Traverse Board

Newsletter of the Friends Of The Paul McGuire Maritime Library Inc

July 2020

News From The Friends

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

PRESIDENT'S REPORT July 2020

Winter is well underway, and I hope you are keeping well and enjoying the sun when it appears.

The good news is that the Railway Hotel has opened up, therefore our next meeting will take place there on THURSDAY, July 30th, and I look forward to seeing all your smiling faces then, it will be so good to catch up with you all again.



Neil has put together some pieces of film about shipwrecks in New Zealand, a rugged coast indeed, so that should be a very interesting evening, so come along, please. It is good to see the old pub coming back to life again, I must say.

The "One and All" is back in the water after her refit at the North Arm, and I hope will be doing some voyages before too long. And yacht racing is on again after a shut-down, and it is great to see the enthusiasm among the participants, although rather rugged up, of course. It is also once more possible to enjoy a noggin after sailing, and that is a good thing.

This is a rather short report, I'm afraid, but I'm sure Neil will have some items of interest for your enjoyment. All the best to you, and see you soon.

Regards, Julian.



Point Malcolm Light, Narrung, the only light house on an inland waterway in Australia.

Next Meeting

The July Meeting will feature 3 short films from the New Zealand TV series *Shipwreck*.

Thursday 30th July 2020

Railway Hotel Port Adelaide

8:00pm

Dinner from 6:30, please let Julian or Neil know if you will join us.



This ferry, at Taillem Bend, is just one of the many cable drawn ferries that carry vehicles across the River Murray in South Australia.

Most of the fleet has recently been upgraded to steel hull ferries built by local Mid Murray business Bow Hill Engineering.

More recently the ferries were launched at Bowhill before being fitted out at DPTI's Morgan ship yard. Previously they were road freighted to Morgan for assembly there.

The Traverse Board

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SOUTH AFRICAN FUR SEALS

Photos of South African (or Cape) Fur Seals in the last issue of the Traverse Board reminded me of a visit my wife and I paid to southern Africa in 1993. Part of our seven weeks there was a 16-day safari through Namibia (formerly South West Africa). In the course of that safari we saw the big fur seal colony at Cape Cross on the west coast at which about 80,000 pups were harvested each year for their valuable furs in the 1980s. Commercial sealing finished in 1990.

The South African Fur Seal has a very interesting connection to fur seals in Australia that involves a bit of a biographical puzzle. Australia has two species of resident fur seals: the Australian Fur Seal and the New Zealand or (now) Long-nosed Fur Seal. The former ranges from near Port Stephens on the central coast of New South Wales to Kangaroo Island in South Australia.



The fishing port of Haut Bay, south of Cape Town on the Atlantic coast has Cape Fur Seals in vast numbers.

Some are not beyond preying on human generosity for a snack.

The New Zealand Fur Seal occurs around the South Island of that country, of course, but it also ranges from Kangaroo Island across the Great Australian Bight to the Recherche Archipelago near Esperance in Western Australia. By far the largest numbers breed at Kangaroo Island and they appear to be approaching 90,000.

The Australian Fur Seal is now known to be a subspecies of the South African Fur Seal which is the largest of all the world's fur seals and is believed to be closer to the sea lions which are bigger than fur seals. The current explanation for this distribution puzzle is that South African Fur Seals quite recently in prehistoric times crossed the Indian Ocean through 115 degrees of longitude and became established (possibly because of their greater size ?) in south eastern Australia and maybe driving out some New Zealand fur Seals. This 'migration' could have been aided by the strong West Wind Drift that circles the southern hemisphere.

Commercial sealing began around Australia, New Zealand and at several adjacent subantarctic islands in 1792, and up to 1.5 million fur seal skins were harvested by the mid-1830s; both species probably being taken in their respective ranges. The harvest from Bass Strait and Kangaroo Island would have amounted to at least 350,000 skins, as lots must have been wasted through spoilage and wounded seals escaping.

The stocks barely survived — the slaughter took every seal it could and conservation did not exist in those days. Recovery of the populations has been very slow; but a great deal of current research is going on into the population biology of fur seals and sea lions around Australia. As we know, however, there are concerns about the effects of the growing fur seal populations on local fishery stocks and there have been frequent calls for a cull. It is hoped that the research will lead to a balance to protect both the seals and the state's important fisheries.

John K. Ling

Member Evelyn Wallace-Carter has had a third run of her history of the South Australian fishing industry, ***For They Were Fishers***, printed.

Written near the end of the 20th century, the 1,500 copies sold out quickly, then another 50 copies were printed in 2009 and again sold out.

"So, as a number of people were disappointed when I said that there were no more available, I have had just twenty-five copies printed by Digital Print," she said.

If you would like a copy contact Evelyn at eve@wallacecarter.net.



Evelyn Wallace-Carter at a book signing at Port Lincoln Library.

Sustainable Bluefin Tuna? Not So Fast.

Analysis: A decade's worth of research says that an ecolabel for industrial bluefin tuna fisheries is a sham.

Authored by Jennifer E. Telesca

May 27, 2020

Buying fish with a clear conscience isn't easy these days. The ocean is so depleted and the demand so high that only half of the world's seafood comes from the wild. The rest is farmed. Well-intentioned consumers want to know how to minimize harm through their purchasing power when at retailers such as Marks and Spencer, Walmart, and Whole Foods. The Marine Stewardship Council (MSC) offers one of several guides. I'm afraid it's a sham.

For nearly 25 years, the MSC has positioned itself as the fishing industry's gold standard for ecolabeling. To be MSC certified is to be identified as the best choice in wild-caught seafood, so the branding goes.

Authorized contractors paid by fleets seeking certification are supposed to remain independent and take a science-based approach to verify for consumers that the fish they buy meets MSC standards: whether a fish is abundant, legal, subject to robust regulations, and caught with methods that minimize by-catch. Other aspects, such as whether a fish is high in mercury or sourced from fleets respecting human rights, are outside MSC's criteria.

But certified does not mean sustainable. The MSC has had major run-ins with conservation groups for certifying fisheries they regard as unsustainable, poorly managed, and tolerant of by-catch, habitat destruction (from fishing gear), and worker abuse. Fisheries for Ross Sea toothfish (Chilean seabass) and Antarctic krill (for fishmeal) are examples of particularly egregious cases.

Be that as it may, even more scandalous would be certifying Atlantic bluefin tuna fisheries as sustainable—a move the MSC is now considering. For decades these fisheries have drawn widespread global criticism for corruption, mismanagement, lack of transparency, bad science, and use of destructive gear. I have spent the last decade studying the demise of the once giant Atlantic bluefin as a nonaligned, accredited observer of the International Commission for the Conservation of Atlantic Tunas (ICCAT), the intergovernmental regulatory agency that for a half century has overseen the capture of commercial fish on the high seas. Recently, member states seized upon the slight glimmer of hope that the population is rebounding and tripled the quota for bluefin tuna in the eastern Atlantic. They boosted catch targets for eastern bluefin from their lowest in 2010 to their highest ever in 2020, even though ICCAT's scientific committee, who recommended the hike, predicts biomass will continue to deteriorate.

Despite high mercury contamination, the bluefin make the best sushi money can buy. These sublime beings fetch such an exorbitant price that they have shrunk significantly in size and number since the advent of the global sushi economy in the 1970s. In a word, endangered. The bluefin's sky-high valuation creates the conditions for black markets to proliferate. A 2018 Europol report revealed that the volume of the illegal trade in eastern Atlantic bluefin tuna was double the legal one, despite multilateral investment since 2011 in electronic traceability programs to stop pirate fishing. To make matters worse, a warming ocean, increasingly plastic and acidic, portends a precarious future for giant tuna.

And yet, in early June, the MSC might certify as sustainable what appears to be, at first glance, a negligible sliver of the bluefin tuna fishery in the eastern Atlantic: two applications by French and Japanese longliners, which use gear long-known for generating some of the world's worst by-catch, from sharks to turtles to marine mammals. Green-lighting even one or two boats capturing Atlantic bluefin will set a dangerous precedent and invite the entire suite of bluefin tuna fisheries to appear sustainable to consumers.

For the MSC to even consider certifying a fish that's endangered, overexploited, mismanaged, pirated, polluted, and smaller than ever before as a best choice in seafood is baffling. But on closer look, it's not surprising. Leading scientists have shown that the MSC has conflicts of interest baked into its not-for-profit business model. Three-quarters of MSC's income comes from the logo licensing fees associated with the fisheries it certifies. Of these fisheries, 93 percent are large-scale industrial vessels (over 12 meters). Small operators in poor countries they are not, even though the MSC likes to market itself this way, a recent study has found. Financial obstacles to certification are significant; each certification costs as much as US \$120,000 and must be renewed every five years. Under these conditions, a 2016 study has demonstrated that, as the MSC retains and increases market access for producers, the added value alleged from standardization creates monopoly-like conditions as wealth from fisheries concentrates in the hands of a few.

Most recently, MSC's cofounder—the conservation group World Wildlife Fund (WWF)—formally objected to the bluefin certification proposal. Like Frankenstein's monster, WWF's original vision of the MSC has gone awry, and in its place is a fisheries certification that WWF has blasted for its "lack of impartiality," raising "a red flag" about predetermined outcomes. WWF warned that MSC certification of Atlantic bluefin tuna would provide dangerous incentives to the market and mislead buyers.



Atlantic bluefin tuna are caught in a fishery off the coast of Malta. Photo by robertharding/Alamy Stock Photo

Sustainable Bluefin Tuna? Not So Fast (continued).

The problem is twofold. At the level of consumption, most shoppers today are out of touch with the food they eat. Some, for instance, think a single adult tuna fits inside a tin can, like an anchovy. As Hakai Magazine previously reported, the proliferation of ecolabels overwhelms consumers operating with limited information in an increasingly chaotic fish marketplace. A bluefin certification would add to the confusion and risk blessing the purchase of all bluefin tuna, no matter their origin, doubling down on the presumption that one of the ocean's most majestic creatures is just another commodity for sale, sating the appetites of sushi lovers.

At the level of extraction, MSC's own rationale—to reward a few good fishers in a very bad fishery—exposes the flaws in its project to ecolabel industrial fisheries. Informing consumers about which fish to buy may appear to be MSC's primary purpose, but on careful study that goal falls by the wayside when considering MSC's role in the broader commodity chain: to ease barriers to entry for producers looking to expand their global market share. For the MSC to retain its reputation as the preferred hub coordinating the supply and distribution of standardized fish, it must confer a pecuniary advantage to its main clients: self-interested, well-financed, subsidized, industrial fleets playing a game of ecological roulette with such velocity on a massive scale that the ocean is emptying of wild fish. Certification provides industry the necessary cover to push product in new markets, so that a delicacy now dead and chilled in lockers could be released for business and advertised as sustainably caught. To suggest the bluefin meets MSC standards courts the critique that certification programs are nothing more than a masterstroke in greenwashing, engineered by profiteers skilled in muddying the waters through third-party marketing ploys designed to relieve consumers in the Global North of guilt.

This situation will come to a head on June 1 and 2 when the MSC decides whether to uphold or overturn the objection lodged by WWF. MSC's poor track record of upholding an objection suggests the odds of success for the Atlantic bluefin are low. If the MSC certifies even one boat to extract as sustainable the last of the planet's giant fish, its ecolabel must be known as worthless and its elaborate posturing of "protecting" the ocean a fraud.

(The author notes that the MSC did not respond to her request for comment by the time of publication.)

<https://www.hakaimagazine.com/news/sustainable-bluefin-tuna-not-so-fast/>

A Selection of Fishing Boats



Axel Stenross Museum, Port Lincoln



Port Lincoln, Main Jetty



Port Lincoln, Main Jetty



Busselton WA

Rebuild Independence Group sailing ship almost ready for planking on Kangaroo Island

Stan Gorton The Islander JUNE 26 2020 - 1:35PM

Work on the replica of the Independence sailing ship at American River continued through the bushfires and COVID-19.



RIG project planner David Churchill shows off the almost completed keel on the replica sailing ship being built at American River, Kangaroo Island.

The original 45-foot, top-sail schooner was built between in 1803 by the crew of the visiting American sealing brig "Union".

Rebuild Independence Group president Tony Klieve said volunteers were currently working on the transom or rear of the ship.

The keel was almost complete with just a few bolts to go.

"Once we get the transom done, we can move onto the planking," Mr Klieve said. "We've already got a lot of the planking made and joined up ready to go."

The ship's skin will consist of three layers of marine ply and epoxy and then the external planks.

The planking process is expected to take several months and it will probably be next year when the hull is complete.

It will then be wheeled outside and turned around so that the volunteers can start working on the topsides.

Mr Klieve said all the planking had purchased and donations continued to come in, including the "buy a plank" program.

The group hoped to start up the regular Thursday evening working nights soon to get volunteers working on the planking, he said.

In other RIG news, the first of the St. Ayles Skiffs being built by Dave Hinves and Grant Millard is almost complete.

It will be lowered from the upstairs area of the RIG shed and given a test run on the estuary in coming weeks.

Work would begin on the next skiff as the kit had already been purchased and was ready to start building.



The hull of the 45-foot replica schooner is almost ready for planking.



The first St. Ayles Skiff built by the Rebuild Independence Group is almost ready to be tested on the water.



Rebuild Independence Group's Shed at American River – well worth the visit and their cafe is great as well.

<https://www.theislanderonline.com.au/story/6808338/rebuild-independence-group-sailing-ship-almost-ready-for-planking/?cs=11672>

Port Adelaide's tall ships to receive extended State Government funding

State Government funding will help keep two historic Port Adelaide ships in the water.

Kaysee Miller, The Messenger July 6, 2020 3:20pm

Port Adelaide's tall ships – the One and All and the 100-year-old Falie – have been thrown financial lifelines.

The State Government will spend almost \$1 million to help maintain the One and All for the next three years, while the Falie will receive \$185,000 for a refurbishment.

The Falie's cash injection comes just 18 months after the Government announced it was scraping funding for the century old ketch.

The refurbishment works will include external hull cleaning, hull repair, protective treatment and paint renewal.

"Compared to where the government was a couple of years ago, this is good news," Historic Ketch Falie volunteers association chairman Ian Steel said.

"These short term repairs are necessary and will enable Falie to stay on the water.

"The volunteers' ultimate aim would be to get the Falie back sailing again but in the meantime the volunteers are doing everything they can above the waterline to keep it in good condition."

The tender for the work has been offered to businesses with large slipways and the ability to complete the works in the Port Adelaide area, close to where the Falie is currently moored.

Meanwhile, the funding for the One and All will allow it to continue to deliver its community programs, including personal development sail training voyages for youth.

"It's an enormous relief to know the security of the ship is in place and we can continue on expanding our programs for community, youth and wellbeing programs," Friends of the One and All Sailing Ship executive director Annie Roberts said.

"Our job is even more important now in terms of people coming out of isolation, mental health and wellbeing issues.

"That's another areas that we feel we can help facilitate people getting back on track or creating a new direction in their lives.

"The important part is that we've got this great asset here in South Australia and she is here for the people of South Australia."



The Falie at Port Adelaide. Picture: Sarah Reed



Transport and Infrastructure Minister Stephan Knoll said the ships were an important part of the state's maritime history.

"Not only are they an important part of South Australian history, they are also important tourism and cultural drawcards for the Port Adelaide area," Mr Knoll said.

"We are extending the funding arrangement for the One and All that was due to expire last financial year to help them weather the storm of the impacts of COVID.

"We're also ensuring the essential maintenance to keep the Falie in the water is going to be undertaken so it can continue to be enjoyed by the local community and tourists alike."

<https://www.adelaidenow.com.au/messenger/west-beaches/port-adelaides-tall-ships-to-receive-extended-state-government-funding/news-story/b600658eaaa507fb3644160cf1db0a83>

Destroyer Sydney makes first port visit to Newcastle

Published on 22 June 2020 LEUT Anthony Martin (author)

While many across Australia enjoyed celebrating the Queen's Birthday long weekend, the nation's newest Guided Missile Destroyer, HMAS Sydney (V), sailed north from its home port to conduct the ship's first port visit to the City of Newcastle.

Sailing into Newcastle, HMAS Sydney was welcomed with a four-gun salute from Fort Scratchley at Flagstaff Hill as she entered the Hunter River.

The impact of the gun salute was not lost on the crew of Sydney who were impressed by the acknowledgement from the City of Newcastle.

"This is HMAS Sydney's first port visit outside of her home port of Fleet Base East in Sydney, after commissioning at sea only three weeks ago, on 18 May," Maritime Logistics Officer Lieutenant Commander Kristen Russo said.

"We did not expect such a warm welcome and the entire crew appreciate the gesture from the City of Newcastle to the Navy's newest warship," she said.

The planned visit was an important component of the ship's preparation for future deployments.

The purpose of the visit to Newcastle was to test duty watch systems and port visit routines prior to Sydney departing for its United States Combat Systems Sea Qualification Trials deployment in the first half of 2021, which will see Sydney test its Aegis Weapons System with the United States Navy.



HMAS Sydney (V) makes her first port visit since being commissioned, to the city of Newcastle, Australia.



HMAS Sydney (V) makes her first port visit since being commissioned, to the city of Newcastle, Australia.

The Commanding Officer of HMAS Sydney, Commander Edward Seymour, was positive about the opportunities the visit provided.

"Being one of Australia's most important and busiest ports, as well as the largest export port on the east coast, it's entirely appropriate that HMAS Sydney's first port visit was to Newcastle," he said.

"We received a very warm reception and it was evident that Novocastrians are up to date with the latest news on their Royal Australian Navy with many locals coming close to the ship to have a look at the newest addition to our Fleet.

"We hope next time Sydney visits Newcastle to be able to open the ship to visitors," Commander Seymour said.

Following her successful port visit to Newcastle, HMAS Sydney will return to her home port of Fleet Base East at Garden Island to continue her program of test and evaluation.

<https://news.navy.gov.au/en/Jun2020/Fleet/5902/Destroyer-Sydney-makes-first-port-visit-to-Newcastle.htm>



Singapore registered Bulk Coal Carrier *Alam Pesona* being ushered by 3 tugs (one is the other side) along the Hunter River into the Newcastle Harbour, 31st August 2014

Next Meeting

The July Meeting will feature 3 short films from the New Zealand TV series *Shipwreck*.

- 1: New Zealand's worst shipwreck – HMS Orpheus on the Manukau Harbour bar
- 2: SS Wiltshire, were no one was lost off Great Barrier Island
- 3: Ben Venue at Timaru on the South Island

Thursday 30th July 2020
Railway Hotel Port Adelaide
8:00pm

Dinner from 6:30, please let Julian or Neil know if you will join us.

A few more images from the excellent Axel Stenross Museum in Port Lincoln.

