



# The Traverse Board

Newsletter of the Friends Of The Paul McGuire Maritime Library Inc

September 2020

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

## News From The Friends

### President's Report – September 2020

Well, Spring is sprung, very pleasant so far, and I trust that none of your planks are sprung!

We have just heard from the State Library that a very old map of New Holland, which charts the track of a transport ship from Sydney to Batavia, has been purchased using funds from the McGuire Bequest (\$2,700), clearly a worthwhile addition to the Collection. There is also news of an exhibition of the paintings of George French Angas at the Library's Treasures Wall, on now and into November; this would be well worth a visit, his paintings of early South Australia are superb.



Our next meeting is not far off, September 17th, to be exact, once again at the Railway Hotel,

Karaoke free, and our guest will be Ryan Godfrey, resident once more in Adelaide, telling us of his career as a sailmaker and professional yachtsman – he has been the first man into Hobart more than once, so please come along to hear his story.

It was good to catch up with you all at the last meeting, so let's do it again on the 17th! Meanwhile, stay safe and enjoy the Spring weather.

Regards, Julian.



St Pancras Lock, Regents Canal, London

### Next Meeting

**Ryan Godfrey**

**His Sailing Experiences**

**Thursday 17<sup>th</sup> September 2020**

**Railway Hotel Port Adelaide**

**8:00pm (6:30 for dinner)**

Note the date: we have brought the meeting forward a week to avoid the karaoke evening at the hotel.

### 78 years late: a VC For Teddy Sheean.



Young Tasmanian seaman, Edward Sheean, was recently award the Victoria Cross by the Queen for outstanding and selfless bravery on HMAS *Armidale* as it was sunk in action against Japanese aircraft in 1942,

HMAS *Sheean*, a Collins Class Submarine, was named by the RAN in Teddy Sheean's honour, the only vessel in the fleet named after an ordinary seaman, but a Victoria Cross has proved problematic until now. (Photo: ABPH Joanne Edwards)

#### *The Traverse Board*

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# Teddy Sheean panel said it best when it found the 'true story had always been there'

## 78 years late: a VC For Teddy Sheean.

By ABC Tasmania state political reporter Emily Baker

Edward 'Teddy' Sheean was the youngest and most junior sailor on HMAS Armidale when he died defending his ship from a Japanese attack during World War II.

The 18-year-old was unwounded when he ignored orders to abandon the sinking ship, rejecting the potential safety of an escaping motorboat to instead strap himself to an anti-aircraft gun and fire in defence of his shipmates.

Mr Sheean's extraordinary actions were credited with damaging two enemy aircraft and helping save the lives of 49 crew. Sadly, the young Tasmanian went down with the ship.

Despite these well-documented and well-known acts of bravery, it has taken almost eight decades to convince anyone in power that the farm labourer-turned-war hero deserved Australia's highest military honour.

That day finally came on Monday, when Prime Minister Scott Morrison backtracked on his previous refusal to support a Victoria Cross for Sheean and announced his Government would recommend the honour on the advice of a panel he convened.

"Sometimes justice takes a long time, but I'm pleased that it's now being addressed," Mr Morrison said.

Mr Sheean's story is straightforward. His path to a Victoria Cross has been everything but.

Monday's panel finding was the latest in a long line of inquiries into Sheean's actions.

After Sheean's death, he was awarded a Mention in Dispatches. This was based on a "hastily written" Report of Proceedings submitted immediately after the attack, which skimmed over the events and misspelled Sheean's name.

A 2013 inquiry looked at the Tasmanian's case for greater recognition among 13 others.

It recommended against awarding him a Victoria Cross, arguing his actions "did not reach the particularly high standard required for recommendation of a VC".

That was based on a government policy which called for compelling new evidence or proof of maladministration to retrospectively award the Victoria Cross.

A second inquiry was held last year to look at Sheean's case alone.

Its terms of reference meant it was unconstrained by those same policies and was instead able to examine the sailor's actions only against the eligibility criteria for the Victoria Cross.

That Defence Honours and Awards Appeals Tribunal panel ultimately unearthed new evidence despite not being required to do so — and unanimously recommended Sheean receive the honour.

One would think the next step was obvious. But the 2019 report was kept secret until pressure was put on the Prime Minister's office to make it public.

At that point it was revealed the Federal Government had actually rejected the independent tribunal's recommendation, arguing no new and compelling evidence was found.

Attacks and counter-attacks ensued. One news outlet reported the Defence Chief had warned the Federal Government against awarding Sheean the Victoria Cross because it might upset the Queen.

Another newspaper reported that the chief of the Defence honours tribunal had accused Defence Minister Linda Reynolds of misleading the Senate when rejecting the findings of last year's panel. Indeed, she later corrected the record.

For the first time in recent history, Labor MPs backed the oft-dismissed cause long championed by dogged Tasmanian Veterans' Affairs Minister Guy Barnett.

There was even a robo-poll from a Liberal-aligned company quizzing Tasmanians on whether it was important to them that Sheean's actions were recognised.

It was under these circumstances that Mr Morrison announced yet another panel — this time, what he called an "expert panel", which Labor described as a blow to the Defence Honours and Awards Appeals Tribunal — to look into Sheean's case.



## Teddy Sheean panel said it best when it found the 'true story had always been there'

Two of the panel's four members were paid more than \$60,000 for six weeks' work to state what seemed obvious to long-term Sheean campaigners.

The Prime Minister's office has defended the latest review as an attempt to make up for the discrepancies between the recommendations of the 2013 and 2019 panels.

The expert panel even found new evidence to support Mr Sheean's case after translating Japanese war records. But cynical political minds privately believe this was a move from the Federal Government to back the 2019 inquiry's findings as broader public sentiments swayed towards Sheean.

The latest panel report found that years of missteps and stiff government policy had stopped Sheean from receiving the honour.

There was also a fear that it could open the floodgates to more retrospective awards; former defence minister and Australian War Memorial director Brendan Nelson, who chaired the expert panel, on Monday said that was unlikely, as Mr Sheean's was an extraordinary case.

Of course a high standard must be achieved in order for an Australian to receive a Victoria Cross.

But the Government's own panel said it best, finding in its report: "The true story of Sheean had always been there."

<https://www.abc.net.au/news/2020-08-11/teddy-sheean-victoria-cross-true-story-always-there/12543226>



Dale Marsh's painting of Teddy Sheean hangs in the Australian War Memorial.(Australian War Memorial)



HMAS  
Armidale

# Morgan



Once Morgan was the largest port on the River Murray in South Australia. Its wharf extended 500 metres along the river.

When the railway arrived from Adelaide a great deal of the traffic on the Murray, Darling and Murrumbidgee Rivers, much from far upstream in New South Wales and Victoria, was transferred from river to rail here.

The Victorian Government, alarmed by this, extended their railways to Echuca and other river ports with the aim of stemming the leakage of trade to South Australia.

The railways, and latterly road transport saw the river task decrease to almost non-existent.

The last train ran to Morgan in 1969 and the railway torn back to Eudunda.

2/3 of the heritage listed wharf has been demolished as it was becoming increasingly unsafe. Even that bit that remains is in poor condition and can only be accessed through a platform built over the structure.



The PS Canally is under restoration at Morgan.



Little is left of the once extensive river and railway facilities here at Morgan,

There is a small railway display and what remains of the wharf.

Morgan is the home of numerous houseboats, traffic that has flourished on the river generally.



## Australia, Japan & US join forces in a trilateral passage

August 4, 2020, by Jasmina Ovcina



HMA Ships Canberra and Sirius sail in company in the Philippine Sea; Image credit Royal Australian Navy/LSIS Ernesto Sanchez

Australia, Japan and the United States have conducted a trilateral passage in the Philippine Sea en route to participate in Exercise Rim of the Pacific (RIMPAC) in Hawaii.

The Australian Defence Force Joint Task Group was joined in the Philippine Sea by the USS Ronald Reagan Carrier Strike Group, which includes the guided-missile cruiser USS Antietam and guided-missile destroyer USS Mustin, and Japan's Akizuki Class destroyer JS Teruzuki.

The three days of activities included replenishments at sea, aviation operations, maritime manoeuvres and communications drills.

Commander of the Australian Joint Task Group, Commodore Michael Harris, said the opportunity to work alongside Japan and the United States was invaluable.

"The combined activities between our navies demonstrates a high degree of interoperability and capability between Australia, Japan and the United States," Commodore Harris said.

"The relationships we've developed enable us to meet at sea and immediately operate at an advanced level. This highlights the enduring nature of our alliances with Japan and Australia," Captain Caldwell, Commanding Officer USS Antietam, said.

Captain Sakano Yusuke, Commander of Japan's Escort Division 4, said strengthening cooperation with the US Navy and Royal Australian Navy was vitally important for Japan and contributed to a free and open Indo-Pacific region.

"The experience in this exercise will give us tactical and operational advantages and make our friendships stronger, in addition to our regular joint exercises with both like-minded navies," Captain Sakano said.

HMA Ships Canberra, Hobart, Stuart, Arunta and Sirius left Darwin on July 5 to begin a regional deployment to South East Asia and Hawaii.

<https://www.navaltoday.com/2020/08/04/australia-japan-us-join-forces-in-a-trilateral-passage/>

# I tried to circumnavigate the globe, but ended up in lockdown on my sailboat

Prince Edwards Island's Alan Mulholland was stranded in a Martinique port from Jan. to June 2020

CBC Radio · Posted: Aug 06, 2020 11:55 AM ET | Last Updated: August 7

*When Alan Mulholland got news of the coronavirus lockdown, he was 3,500 kilometres away from home — and living on a sailboat.*

*Mulholland had left his home in Summerside, P.E.I. last summer to circumnavigate the globe solo on his boat, Wave Rover.*

*But during a layover in the French Caribbean island of Martinique in order to repair his boat, he learned about the coronavirus outbreak and realized he would have to change his plans.*

*Here is his story, as told to CBC Radio.*

I'd describe myself as an adventurer and a sailor — not the other way around because there are so many better sailors out there. I did this almost entirely from a sense of adventure.

The boat itself, when I purchased it, was in really rough shape. It had leaks both above the waterline and below the waterline, so if it stayed in the water for any length of time, it was sinking.

This boat is 40 years old, and it really represented the thinking of designers and sailors four decades ago. It was small by their standards, and it's exceptionally small by today's standards. It was set up to sail on the Ottawa River, not to sail across an ocean.

But I realized I needed an adventure after my wife, Glenda, and I decided to sell our farm and move to the city.

We sold off the animals and moved to Summerside, P.E.I. That was the first time in my life where I didn't really have any real sense of purpose.

I've been very fortunate that I've always had passion toward all my endeavours, but I lacked it at that point as we moved into the city.

After a few months, Glenda, quite wisely, said to me, "You know, Alan, I think you need a boat."



Alan takes a selfie as he prepares himself and Wave Rover to set sail from Martinique back to P.E.I. (Alan Mulholland)

(Later I would discover that what she had in mind was a kayak or a rowboat to get out into the bay. But instead, I took it as a license to get a sailboat.)

I said, "Yes, I'll buy an old wreck of a sailboat. I'll fix it up quickly and I'll get myself off on the Atlantic."

And that really was it. It's simple and it's probably a little trite, but that's how it all happened.

## Sailing around the world

My initial plan was to sail the boat around the world, and I had a very good start into it.

I had crossed the Atlantic from Canada all the way to the Azores. From there I sailed it back across the Atlantic again using the very same route that Christopher Columbus would have taken.

I had every intention of going non-stop to the Panama Canal and getting through the canal to the Pacific Ocean.

But on Jan. 12, about 800 miles from the Windward Islands of the Caribbean, where Martinique is located, I was hit by this rogue wave.

There was a partial moon and a clear sky that night, so the boat was well-lit on the inside. There was a bang and my eyes just popped open. The boat was picked up.

## I tried to circumnavigate the globe, but ended up in lockdown on my sailboat (cont)

As the boat went up and moved on its side, the hatch slightly opened and then the boat descended. It was almost like someone had dropped the boat onto a hard surface — that was the boat hitting the water again.

I got my flashlight out, saw the amount of water that was in the boat, and started pumping the manual bilge pump, which is the only pump I had on board.

Finally, I got the boat steadied and steering itself again. Since it was so late and I was wet, I thought, "For safety considerations, I'll just do the rest of the assessment in a few hours."

But the thing about Martinique being a French territory is they always have the very best wines and cheeses and food that France has to offer. So of all the places to be locked down during the pandemic, it wasn't too bad.

I was putting on considerable weight by the end. It was time to get back to sea because the food really was that good.

After four months of lockdown in Martinique, I was finally able to leave. Now that my plan to sail around the world was way off-schedule, I decided to sail home.

### Heading home to P.E.I.

I wanted to get going as soon as possible, but I knew I had to wait until the North Atlantic storms had stopped. The trip from the Caribbean up to Canada is probably one of the top five most challenging passages you can make on the high seas.

Then on June 19, after 33 days on the water, I spotted the beautiful province of Prince Edward Island. (I didn't actually touch any land until I got to Charlottetown so that I could avoid quarantining in Canada.)

After six hours of waiting to be processed by the Canada Border Services Agency, I was able to jump ashore, embrace my wife, and the voyage was over.

[https://www.cbc.ca/radio/i-tried-to-circumnavigate-the-globe-but-ended-up-in-lockdown-on-my-sailboat-1.5674923?\\_\\_vz=medium%3Dsharebar](https://www.cbc.ca/radio/i-tried-to-circumnavigate-the-globe-but-ended-up-in-lockdown-on-my-sailboat-1.5674923?__vz=medium%3Dsharebar)



Alan after arriving in Charlottetown, P.E.I., after a non-stop 33 days at sea. (Alan Mulholland)

## Next Meeting

Sailmaker Ryan Godfrey will tell us of his sailing experiences.

Thursday 17<sup>th</sup> September 2020

Railway Hotel Port Adelaide

8:00pm (6:30 for dinner)

Note the date: we have brought the meeting forward a week to avoid the karaoke evening at the hotel.

Please let Neil (0418821331) or Julian (0414365294) know if you are coming for dinner.

## Fugro's Autonomous Surveyor Launch

Wednesday 2<sup>nd</sup> September 2020 saw the launch of the new Fugro Autonomous Surveyor vessel, *Blue Shadow*, at the R.S.A.Y.S., Outer Harbor.

Member Mark Sinclair, Hydrographic Services Line Director APAC for Fugro, has kindly supplied some photos of the event.

