



The Traverse Board

Newsletter of the Friends Of The Paul McGuire Maritime Library Inc

November 2020

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

News From The Friends

PRESIDENT'S REPORT November 2020

Greetings to you all, and it's good to feel warm again; I do hope you are all keeping well.

After some doubts, we now hear that the Sydney to Hobart yacht race will go ahead, with some precautions to be observed on account of the Covid 19 situation, good news, indeed.

I'm sure everyone at our last meeting enjoyed Ryan Godfrey's talk on his life as a sailmaker and professional sailor, it was most interesting, and showed us how new technologies have changed the manufacture of sails these days.



For something completely different, our next meeting, on Thursday, 19th November, will be addressed by Wendy Van Duivenvoorde, and her topic will be the interaction between the early Dutch arrivals on the coast of WA, and the long-established locals, should be fascinating, and I hope to see a good number of the Friends there.

The Fugro Autonomous Survey Vessel has been pretty busy, working out of the RSAYS basin, in spite of the inevitable teething troubles, doing runs in Gulf St. Vincent and Investigator Strait.

Time to close this now, so I wish you all well and hope to see you all soon.

Regards, Julian.



The Queen Mary Hotel,
Long Beach California

Next Meeting

Wendy Van Duivenvoorde

Associate Professor in Maritime Archaeology

Flinders University

Thursday 19th November 2020

Railway Hotel Port Adelaide

8:00pm (6:30 for dinner)



Westport in Auckland's Manukau Harbour. While it is a large harbour, the second in size in New Zealand, Manukau Harbour is the less favoured of Auckland's two harbours due to the rather treacherous entrance through the heads.

The 1860 built Jason class corvette, *HMS Orpheus* from Sydney was wrecked on one of the sandbars while attempting to enter the harbour on 7th February 1863 with the loss of 189 lives.

This remains as New Zealand's worst shipwreck.

Waitemata Harbour on the East Coast is much more sheltered and is quite busy with the Auckland city centre, marinas, wharves, Maritime Museum and ferry terminals all located on its shores.

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Mixed reaction to Austal's bid to build Spirit of Tasmania ships

Launceston Examiner: Rob Inglis, August 22 2020 - 5:30PM



Labor has cast doubt on a major shipbuilder's bid to construct the new Spirit of Tasmania vessels, questioning whether the proposal would create many new jobs in the state.

Austal, which is the nation's biggest defence exporter, has revealed its ambition to build the replacement ships.

The company said it would manufacture the hulls in the Philippines, with the fit-outs to be done in Australia.

"We believe that a split-build vessel construction program can see over half the labour content of each vessel built here in Australia and particularly in Tasmania, potentially creating thousands of jobs," Austal chief executive David Singleton said.

"Australia is currently unable to construct large steel monohulls, and the TT-Line vessel replacement process offers an opportunity to change that."

State Labor infrastructure spokesman Shane Broad said it appeared Austal's proposal would see the majority of the work done in the Philippines rather than Australia.

"The problem that we've got is that the boatyard in the Philippines has never built vessels of this size or this type," he said. "[The government has] taken all the evidence TT-Line has put in front of them, they've dismissed that and we're going down a road now where companies are throwing up proposals," he said.

In 2018, the government awarded a \$700 million contract to German shipbuilder Flensburger Schiffbau-Gesellschaft to construct the vessels, after the company was endorsed by the TT-Line board over other shortlisted shipbuilders.

But after FSG encountered financial trouble, the government cancelled the contract and signed a memorandum of understanding with Rauma Marine Constructions, a Finnish company. However, in February, this was nixed, too, with the government establishing a taskforce to examine opportunities to build the ships in Australia.



Bob Clifford

Incat chief executive Bob Clifford said Austal was entitled to put forward its proposal but added that it didn't "stack up" and wouldn't be able to create the same number of jobs as his company's proposal.

"I can assure you that we'll be putting ideas forward to the taskforce that won't be employing 3000 people in the Philippines," Mr Clifford said. "It'll be employing 2000, at least, in Tasmania. We feel very confident that we can offer a deal to the taskforce that'll take some beating."

Infrastructure Minister Michael Ferguson said Austal's interest in building the new Spirits "vindicates" the government's establishment of a taskforce.

"It would not be appropriate to comment on the specifics of Austal's proposal at this time," Mr Ferguson said.

"In principle, we welcome the new interest of Austal as an Australian manufacturer and look forward to receiving advice from the taskforce on all of the potential options that are available to us in due course."

<https://www.examiner.com.au/story/6890792/mixed-reception-for-new-bid-to-build-spirit-replacements/>

VALE FRED HISCOCK

31-3-1945 - 7-9-2020

Fred was one of those larger than life characters the Port used to throw up regularly but are now, sadly, a dying breed. A big man with red hair and Celtic skin, he had a lived in face. At first glance he could have been taken for a boxer, wharfie, or ex rugby player, but was instead, a retired police officer.

The ideal man to run a pub, he was a tough no nonsense man running a tight ship. Beneath his formidable exterior beat a heart of gold and a man prepared to go out of his way for others. Fred was a good talker and even better listener. I well recall him using blue language, enough to curl the ears of a curate's wife, when describing a certain local identity and what he would or would not do if she caught fire. His fruity language would not have raised an eyebrow in the crews' quarters of a ship. It was colourful and memorable. I thought he had a sound moral compass and was a shrewd judge of character.

I first encountered Fred and Sue his amazing partner, in their fine fish and chip shop located at the western end of St Vincent Street in 1990 when I moved into the Port. After a few years they decided to move back into their pub the famous old Railway Hotel. Once there they were again a formidable hard working team complementing each other in all ways, treated their customers and staff with respect. Fred manned the bar while Sue went up and down stairs handling all the cooking and back room chores. They both jumped in doing whatever was necessary. Rarely taking time off, they worked all hours of the day and night trying to keep their hotel afloat, initially without poker machines. They were highly respected and I always thought Fred was big-hearted and fair.

The Friends of the SA Maritime Museum and Friends of the Paul McGuire Maritime Library have enjoyed many memorable evenings in the Railway Hotel under the patronage of Fred Hiscock. He left his mark and will be sorely missed and always remembered by his loved ones, friends and acquaintances from all walks of life.

Fred passed away at the age of 75 at 4:00 am on 7th September 2020 after a short illness.

Christine Courtney



Scientists attach satellite tracking tags to southern right whales

Radio New Zealand 23 September 2020

Scientists have attached satellite tracking tags to six southern right whales or tohorā and are inviting people to follow the whales' travels online.

It is part of a major research project involving the University of Auckland and Cawthron Institute. The latest expedition involved eight scientists sailing to Port Ross on Auckland Island.

The researchers worked in the sub-Antarctic where tohorā gather each winter in the sheltered harbour of Port Ross which serves as a nursery and socialising destination.

As well as attaching tracking tags, the scientists were able to do other research such as measuring the size of individual whales using drone technology.

The expedition to Port Ross, which lies more than 400km south of Stewart Island in the Southern Ocean, aims to find out more about the migration routes and offshore feeding grounds of this population of whales.

Early results from the satellite tracking shows the whales already leaving Port Ross for the summer but so far they have defied predictions in terms of their destination.

"We had expected they would travel north to the warmer waters nearer New Zealand and Australia where we assume their traditional feeding grounds are," lead researcher Dr Emma Carroll said in a statement.

But she said so far the whales have swum further south towards Antarctica and spent longer in the general region than expected.

Cawthron Institute marine ecologist Dr Simon Childerhouse, who was also involved in the expedition, said this particular population of tohorā have recovered well from whaling from the early 1800s when numbers plummeted to as low as 40 from an estimated 30,000. By 2009, the population had recovered to around 2000 whales.

Climate change and its possible affect on the food chain is now one of the biggest threats to the whales.

"Other tohorā populations in the Southern Hemisphere are not faring that well and there is ongoing concern about how climate change may be affecting the amount of food available to them," Dr Childerhouse said in a statement.

<https://www.rnz.co.nz/news/national/426697/scientists-attach-satellite-tracking-tags-to-southern-right-whales>



Right whale mother and calf. Photo: Supplied

Scotland's Ship Shape Castle

The Lord High Admirals Man O'War That Never Went to Sea



Standing proud on the tip of the long dark maze of basalt rock from which it derives its name, Blackness Castle well deserves its nickname of Scotland's Ship Shape Castle.

According to the experts at Historic Environment Scotland, which is responsible for its upkeep, Blackness, on the south shore of the River Forth, roughly midway between the Royal Burgh of Queensferry to the east and the old seaport of Bo'ness, upstream to the west, owes its shape simply to its long narrow coastal site, but local folk have a much more romantic tale to tell the thousands of American visitors currently flocking to it because of its starring role in the television series *Outlander*.

For, according to them, Blackness was deliberately built with its tall Main Mast Tower and its smaller Bow Tower by Scotland's lord High Admiral of the Fleet, Lord Archibald Douglas to keep a promise to King James V.

Involved in the customary battles against the English, in one of which his father had died, the King was anxious that his navy should be as active as possible.

His Majesty was, therefore, appalled to learn that his newly appointed Admiral hated going to sea because it made him violently seasick. Enraged, the King threatened to dismiss Douglas, but the latter wished to avoid this fate at any cost, not because of any masochistic love of the sea, but because he was enjoying positions in the navy.

Some quick thinking was clearly called for and the crafty Douglas, therefore, promised King Jamie that if allowed to remain admiral, he in turn would provide Scotland, 'with a mighty ship that the English could never sink.'

The thick stone walled man o'war, Blackness was the result and for the next five hundred years it made full use of the surrounding sea for its defences, from the natural moat which the Forth provided to its narrow water gate which still exists.

After Admiral Douglas's time, Blackness became Scotland's version of the French Chateau D'If and served as the country's state prison. Amongst its most famous detainees was the Archbishop of St Andrews who was held there in 1543 and it continued to serve as a jail mainly for religious prisoners until the Union of the Parliament with England in 1707.

Thereafter, the heavily fortified Blackness was used as a prisoner of war camp for sailors captured in British wars against the French and Spanish.

By the 1870s, times were more peaceful and Blackness was converted into the army's main ammunition depot for Scotland. It was considered too dangerous to transport their supplies by land through towns and villages and so Blackness was equipped with a long pier to which was linked by what is claimed to be the last drawbridge ever built in Scotland.

... to page 6

Spirit of Tasmania vessels headed to GeelongPort in 2022

GeelongPort have reached agreement with TT-Line Company Pty Ltd to relocate the Victorian port home of the Spirit of Tasmania vessels, from Station Pier, Port Melbourne to Corio Quay, north of Geelong.

The project is an important investment in regional Australia, which will increase freight and exports for Victoria and jobs and tourism in regional Victoria.

GeelongPort CEO Brett Winter said that the deal with TT-Line will create major economic, employment and tourism opportunities for Geelong, the Bellarine and the wider G21 region.

“Bringing the iconic Spirit of Tasmania vessels to GeelongPort is a huge coup for the Geelong region. Each year over 450,000 passengers and 105,000 twenty-foot equivalent units of freight sail with Spirit of Tasmania” he said.

“Now more than ever, opportunities to inject new jobs and economic growth into the greater Geelong region are crucial. Working with our key stakeholders, we need to streamline our planning approvals so that this important project will be ready for 2022”.

The project is expected to generate up to 75 construction jobs over the two year build program, whilst increasing tourism expenditure in the greater Geelong region by up to \$174.1 million by 2029. In addition there will be a number of new opportunities for regional hospitality, agribusiness, and logistics services.

The proposed solution at GeelongPort’s Corio Quay, located in Geelong’s north, would provide a dedicated, large scale passenger and freight terminal that would transform Spirit of Tasmania’s customer experience.

With access to the Princes Highway and Freeway, Corio Quay is near two rail stations, 15 minutes from Avalon Airport and a mere 50 minutes from the Great Ocean Road.

The new 12-hectare dedicated site will include a purpose-built passenger terminal building, a passenger vehicle marshalling area for 600 cars, more efficient passenger vehicle check in, security facilities, public amenities, crew accommodation, a cafe, children’s play area and a pet exercise area.

Mr. Winter said “Whether it be passengers or freight, GeelongPort have designed a solution to optimize the overall port experience, whilst providing unprecedented flexibility and value to Spirit of Tasmania and their customers.”

“Working with TT-Line, the Victorian Government and the City of Greater Geelong Council, we’ll develop a plan to ensure there’s appropriate infrastructure to support the increase in traffic and minimise any potential disruption to our customers and the local community during both construction and operational phases”.

GeelongPort has been an integral part of Geelong’s economic and social fabric for more than 150 years, helping to transform the city and region into the economic, tourism and community hub it is today.

Bringing the iconic Spirit of Tasmania vessels to Geelong is another example of how GeelongPort is continuing to drive the prosperity of the region.

Released by: Michelle Thompson, GeelongPort 23 April 2020

The proposed *Spirit of Tasmania* terminal at Geelong



Next Meeting

Wendy Van Duivenvoorde

Associate Professor in Maritime Archaeology, Flinders University

The Interactions of early explorers with the people in Australia

Thursday 19th November 2020

Railway Hotel Port Adelaide

8:00pm (6:30 for dinner)

Scotland's Ship Shape Castle

The Lord High Admirals Man O'War That Never Went to Sea (from page 4)

Blackness retained its military role until 1918 with its garrison supplied by the Scottish regiments stationed at Edinburgh Castle.

By this time, the neighbouring village had also acquired a naval church to provide a suitable place of worship for the crews from the British fleet which anchored offshore in the Forth. Under the auspices of the Church of Scotland, it is still an active place of worship and its beautiful model sailing ship still sails gracefully in its seamen's loft.

Attractive little Blackness has many other sea going connections from its stone pier from which sailing ships used to export cargoes of tobacco to the Netherlands during the years of the American Revolution, it was the busiest seaport second only to Leith.

Over the centuries, Blackness has had many disappointments from losing its customs and excise officers to Bo'ness, to its hopes of becoming Scotland's main sea plane base being dashed by the outbreak of World War Two to just missing out on becoming Sir Billy Butlin's choice for his Scottish holiday camp, but now fuelled by its position on the 'Outlander' trail, its village inn is set to reopen as Scotland's first combined pub-shop, an idea imported by its new owners Colin and Sheena.

Already, it's sign of a galleon under full sail is on display, but its revellers will have to be on their best behaviour because Blackness still annually appoints its Baron Baillie who still claims the powers to fine or even flog any who disturb the peace, just as his predecessors have done for over five hundred years.

<https://seabreezes.co.im/free-articles/scotlands-ship-shape-castle/>



Yachts in Auckland: Voyager comes complete with a "we was robbed" plaque detailing how the sneaky Americans regained the America's Cup.