

The Traverse Board

Newsletter of the Friends Of The Paul McGuire Maritime Library Inc

May 2021

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

News From The Friends

President's Report May 2021

Welcome to the merry month of May, a bit on the cool side for my liking, never mind!

Stoke the fire and find a good book, that's the answer.

A small group of the Friends, ten to be exact, enjoyed a most interesting talk by Wendy van Duivenvoorde, from Flinders University, her topic being the shipwrecks scattered along the coast of Western Australia, many caused by the inability to determine longitude in those early days. Wendy is an accomplished diver and marine archaeologist, and she knows her subject thoroughly. She also presented a superb book, *The Wrecks of the Roaring Forties*, for the McGuire collection, it has only recently been published and printed, it would be worth dropping into the Library for a look.

Yesterday saw a boat show at RSAYS which presented an opportunity to raise a few more dollars from the collections of Captain David Kemp and the late Dorothy Pyatt, still quite a parcel of books remaining.

On May 30th some of us will venture by Steamranger to Victor Harbour and back, taking the time to enjoy lunch down there, should be fun, so 'well done' Neil for setting it up.

Regards, Julian.



The 100 year old TSS Earnslaw on Lake Wakatipu 20th October 2012 amidst her centenary celebrations.

May Meeting The Southern Encounter Mt Barker to Victor Harbour Sunday 30th May 2021

If you haven't yet booked get in fast!
Bookings must close 19th May.
Details back page.

Greetings, It's May already!

This edition of *The Traverse Board* is an experiment in using a different program to produce it. Normally I use LibreOffice Draw but this time I used LibreOffice Writer. The layout is a little different but is, I think, more pleasing in appearance.

I would be interested in your opinion.

The articles are varied, from a press release from the Transport Minister to a report speculating on the cause of the tragic demise of the Indonesian submarine *KRI Nanggala 402*. Who has heard of under water waves?

Does the SA Government really want to lock in a single ROPAX operator to Kangaroo Island for 25 years or encourage competition? Or is it a case of being seen to do something about the fares without actually doing anything?

And in Norway, if it is too far, and the seas too rough, to go around a peninsula, then why not dig an enormous tunnel through it? The proposed tunnel will accommodate ships the size of the current Hurtigruten fleet.

Our May meeting is a trip on Steamranger's Southern Encounter from Mt Barker to Victor Harbour and return on the 30th May. The last time I did this trip was way back in 1994 on the very last train all the way from Adelaide to Victor Harbour before the branch was severed to convert the main line to standard gauge. Organised by Steamranger, it was an early evening departure from Adelaide returning around 3:00 am. Not surprisingly that train was well patronised.

See you on the train!

Neil

The Traverse Board

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Storms expose 19th Century Shipwreck

Josh Dutton yahoo News Reporter 11 April 2021

Residents of a town on the NSW Mid North Coast of Woolgoolga have been shocked by the re-emergence of a long-buried ship.

The Buster washed up on Woolgoolga Beach in 1893 but can only be seen on the beach when the sand is blown away.

Recent wind and rain in the area has made The Buster easier to view. On Thursday, the area received about 54mm of rain, according to the Bureau of Meteorology.

March was also a heavy rainfall period for parts of the Mid North Coast with Coffs Harbour smashed by 123mm on March 22.



Recent wet weather along the NSW Mid North Coast may have made The Buster shipwreck at Woolgoolga Beach more visible for passersby. Source: Facebook/ Carly Adams

Ship most exposed 'in years'

While it has a somewhat storied history, Lisa Nichols, the editor of local paper Woopi News, told news.com.au many people don't realise The Buster is buried on the beach.

Nichols said it's currently visible and "the most photographed thing in Woolgoolga at the moment".

"It's amazing to look at. The photos don't do it justice," she said.

The Buster was driven ashore and became a total wreck at the mouth of Woolgoolga Lake on March 8, 1893. The 310-ton vessel, a 39 metre barquentine was built in Nova Scotia, Canada in 1884. It arrived at Woolgoolga from Sydney in February 1893 to load timber bound for New Zealand.

The crew put down two anchors and ran a cable to a buoy near the former Woolgoolga Jetty. But when a storm from the south-east hit, the vessel's anchor cable snapped and its holding chains failed. No lives were lost when the vessel then broke away from its mooring and eventually beached stern-first 200 metres down the beach just south of the Woolgoolga Lake mouth.

<https://au.news.yahoo.com/the-buster-reemerges-off-nsw-coast-after-128-years-023255878.html>

<https://woolgoolga.org.au/shipwreck-the-buster/>

Hoons may face jail for damaging historic shipwreck during beach joyride

ABC Coffs Coast / By Claudia Jambor

Posted Thursday 2 May 2019 at 5:55am, updated Friday 3 May 2019 at 11:06am

A joyride along a non-4WD beach in a stolen vehicle has ended in irreparable damage to a century-old shipwreck on the New South Wales Mid North Coast.

The perpetrators mowed down the prominent, visible parts of Buster — a 310-tonne timber barquentine — that is mostly buried deep beneath the sand.

Early morning walkers along Woolgoolga's main beach were furious to find two pieces of the treasured wreck broken from the main structure.

"It's pretty devastating news for Woolgoolga [with Buster] being such a large part of its local history and maritime history," resident Sam Newman said.

"The two most prominent parts that we see on a daily basis, now that's gone."

The Canadian-built, 39-metre vessel has been a fixture on the main beach for tourists and locals since it washed ashore in 1893.

The protruding parts serve as signposts for the buried wreck, which is only fully exposed during major storms every few years, and Mr Newman said it is now difficult find.

Police have publicly appealed for information about a group of people who drove a stolen, black Mitsubishi Pajero onto the beach on Monday night.

The car was found abandoned at a nearby village.

Jail time, big fines for damaging relics

NSW Police and the Office of Environment and Heritage (OEH) are continuing to investigate the incident, which could lead to very serious penalties.

The Historic Shipwrecks Act 1976 states those who damage a protected shipwreck face up to five years jail and a fine of \$21,000.

Because it is situated at the low tide mark, shipwrecks like Buster fall under Commonwealth jurisdiction, whereas state laws cover wrecks inside sheltered bays and rivers.

OEH Maritime archaeologist Brad Duncan said the penalties are "a big incentive" not to damage or disturb maritime relics.

<https://www.abc.net.au/news/2019-05-02/hoons-could-face-jail-time-for-damaging-historic-shipwreck>

'No one can fight nature'

How the Indonesian submarine tragedy happened

Words: Cait Kelly

With incredible candour, Indonesian navy first petty officer Setyo Wawan opened up on national television about the toll his job placed on his family.

"The moment your vessel submerges into the water, that means you are already dead," Mr Setyo told the Indonesian program *Warrior*.

"I say this also to my wife and children. When your husband leaves for his duties on a submarine operation, take it as if your husband has already died. Pray to Allah that your husband would be given safety, smooth passage and ease [in life] wherever he is."

The poignant remarks came two years before the father of two would drown hundreds of metres below the surface with 53 of his crewmates.

The crew aboard submarine KRI Nanggala 402 was supposed to be taking part in live torpedo exercises. Instead, they disappeared moments after leaving the shore.

An international search was mounted to find the submarine before the oxygen ran out – but as the minutes ticked by and personnel effects of crew members floated to the surface, hope of finding the sailors alive faded and then vanished altogether.

In the interview before his death, Mr Setyo gave a glimpse of what life was like on the boat.

"Sometimes, we cannot even sleep. And sometimes when we do sleep, we have to do it in a sitting position because of the limited space," he said.

"The corridors are tiny. Two persons would have to take turns to walk through it. We keep on bumping into each other ... but over time, we become brothers. In fact, we become very close ... a family."

Mr Setyo left behind a wife and two small children.

What happened?

The vessel sank to 838 metres, far below a safe depth for the ship, which was found cracked into three pieces, Indonesian military chief Hadi Tjahjanto told reporters in Bali last Sunday.

"We received underwater pictures that are confirmed as the parts of the submarine, including its rear vertical rudder, anchors, outer pressure body, embossed dive rudder and other ship parts," the commander of the Indonesian National Armed Forces said.

"With this authentic evidence, we can declare that KRI Nanggala 402 has sunk and all the crew members are dead."

There is no official cause yet for how this tragedy unfolded, but Indonesian authorities think it likely it was hit by a huge underwater wave.

They suspect the internal wave may have pushed the submarine below its crush depth, where the immense water pressure would have torn the hull apart.



An international search for the submarine was mounted. Photo: AAP



A collection of debris found after the submarine went missing near Bali. Photo: AAP

Satellite images have revealed there was such a wave around the time the submarine disappeared.

How underwater waves work

Underwater waves are powerful, can get as big as a skyscraper, and yet hardly cause the surface to ripple.

Predicting when they will occur is tricky.

They are generated by strong tides, warmer and cooler ocean layers, and rough seabeds.

The colder the water gets, the more dense it becomes, creating layers of water separated by their differing temperatures.



Internal waves can look like ripples on the ocean's surface, like this satellite image shot by NASA in 2013. Photo: Wikimedia Commons/NASA

When strong tides flow over rocky seabeds, it creates tension between the layers, which creates the powerful waves.

The Lombok Strait, where the submarine disappeared, is notoriously narrow, with a width of just 40 kilometres at its widest point.

It's a turbulent passage – strong tides flowing from the Java Sea into the Indian Ocean down the narrow channel means these huge waves are frequent in the area.

During a media briefing in Jakarta earlier this week, Rear Admiral Iwan Isnurwanto, commander of the Indonesian Navy Command and Staff School, painted a grim picture of KRI Nanggala's final moments.

"The wave was about two nautical miles [in speed] and the volume of water was about two to four million cubic litres," the commander said.

If it was the wave that sunk the submarine, he said, "that would be nature we are up against."

"We would be dragged by the waves, sending us to a quick descent," Rear Admiral Iwan said.

"No one can fight nature."

https://thenewdaily.com.au/news/world/asia-news/2021/05/02/indonesia-submarine-tragedy/?utm_source=Aedra&utm_medium=email&utm_campaign=Sunday%20Best%20-%2020210502

Cheaper fares to and from Kangaroo Island are on the cards with three companies shortlisted to bid for the running of ferry services between KI and mainland South Australia.

Late last year the Marshall Liberal Government called for Expressions of Interest from companies to run the ROPAX (roll-on, roll-off vehicles and passenger) ferry services between Penneshaw on the island and Cape Jervis on the mainland for up to 25 years.

The aim is to promote economic growth, tourism, private investment and trade on KI, increase employment opportunities on the island and ensure the ferry service provides reliability, high levels of customer service and value for money for locals, businesses and visitors.

Three companies, Kangaroo Island SeaLink Pty Ltd, Peninsula Searoad Transport Pty Ltd and Kinetic Holding Company Pty Ltd/Oceanex consortium have progressed to the Invitation to Supply (ITS) phase.

The contract will be for an initial 15-year period with a further two five-year extensions based on the successful company meeting a strict set of criteria, including high levels of service performance.

Minister for Infrastructure and Transport, Corey Wingard, said the process is about ensuring we get the best deal for South Australians and that Kangaroo Islanders and those that visit the island get the best service possible.

“SeaLink currently provide a valued service to the island but this process is to ensure we get the highest quality service possible for locals and tourists in the future,” Minister Wingard said.

“It will also provide certainty for the successful tenderer to allow them to plan their business to continue growing and improving this vital service.

“We will now progress to the next phase of this procurement process which will allow us to continue to drive and improve this vital service.”

All conforming submissions in the Expression of Interest stage of the process were evaluated on criteria that included customer, community and tourism service offerings and experience; operational and asset management capability; and working with government and stakeholders.

The ITS process will run until September/October and the contract is aimed to be awarded by the end of the year.

The Department for Infrastructure and Transport has established a dedicated Kangaroo Island Ferry Service (KIFS) program team, with specialist advisors, to

ensure the best outcomes for the people and businesses of South Australia.

Kangaroo Island SeaLink has been providing ferry services between the island and the mainland since 1995, following the State Government’s withdrawal from providing services to and from KI.

The current service is provided under an agreement, which has been extended on multiple occasions, between the Minister for Infrastructure and Transport and SeaLink, which enables priority berthing rights for Sealink and the Penneshaw and Cape Jervis harbours.

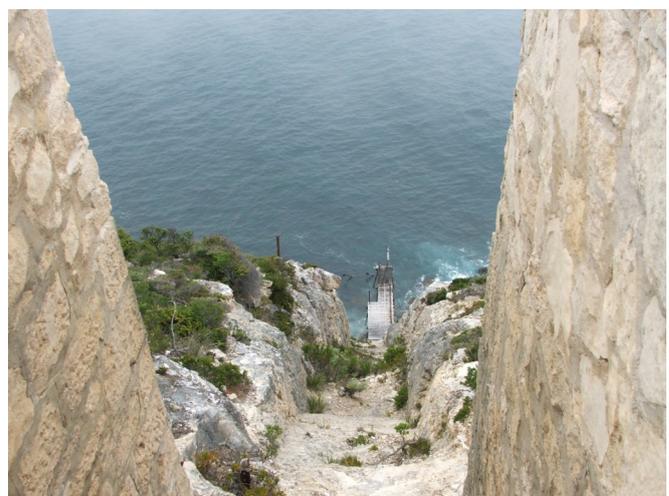
The current agreement expires on 30 June, 2024.

<https://www.premier.sa.gov.au/news/media-releases/news/cheaper-and-better-services-ahead-for-ki-ferry-passengers>

19/03/2021 | Corey Wingard MP | Better Services | Lower Costs



Steam Launch during the 2005 Goolwa Wooden Boat Festival



Weirs Cove Jetty, Kangaroo Island: built to supply the Cape Du Couedic Light. This view is looking down the cut in the cliff for a flying fox. Behind me to the left are the ruins of the warehouses used to store the supplies.

Norway's STAD SHIP TUNNEL, the world's first ship tunnel.

The Stad Ship Tunnel will be 1.7 kilometres long, 37 metres high and 26.5 metres wide, and it will be able to allow ships the size of Coastal Steamer (Hurtigruten) ships to navigate more safely through the very exposed Stadhavet Sea. According to the Norwegian Coastal Authority (NCA) Action Plan, the Stad Ship Tunnel project is planned to start in 2021.



Facts

STAD SHIP TUNNEL

- The Stadhavet Sea is the most exposed, most dangerous area along the coast of Norway. The aim of this project is to allow ships to navigate more safely through Stad.
- The Storting – Norwegian Parliament – has earmarked NOK 2,7 billion for this project in the National Transport Plan 2022-2033.

THE PROJECT

- The NCA has delivered a pilot project to the Ministry of Transport and Communications in the spring of 2017. Further, the project will undergo an external quality assurance process (KS2) before the project is presented to the Parliament, who then formally decides on project funding.
- In a report submitted in June 2018, the NCA states that it is probable that the Stad ship tunnel can be built within the framework for which funds were originally allocated in the National Transport Plan (NTP) 2018-2029.
- Quality assurance has been carried out (KS1 report), which was commissioned by the Ministry of Fisheries and the Ministry of Finance for KPU 2010.
- Stad Ship Tunnel is part of the Norwegian National Transport Plan (NTP), with a limit equal to the costs – estimated at approximately NOK 3 billion. NOK 1.5 billion is part of the NTP that runs from 2018 to 2023.

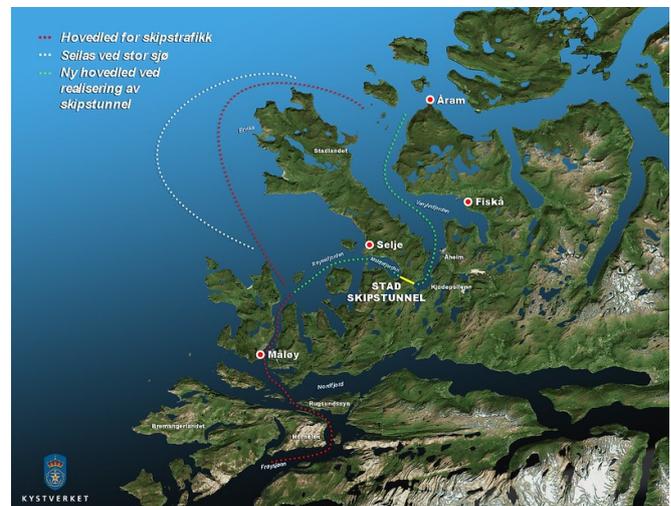
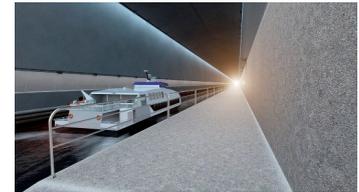
- The NCA delivered the preliminary project to the Ministry of Transport and Communications in the spring of 2017. The project has been through external quality assurance phase 2 (KS2).
- The NCA carried out a project optimization with delivery on 15 June 2019, which resulted in a significant cost reduction.
- In 2020, an expanded quality assurance (KS2) of the results of project optimization was carried out.

CONSTRUCTION

- Conventional blasting is envisaged using underground drilling rigs and pallet rigs.
- Work on alternative solutions, including the establishment of a new commercial area, is taking place locally.
- If the project is realized, the Stad Ship Tunnel would be the world's first full scale ship tunnel of this size.

KEY FIGURES

- Length: 1700 metres.
- Height between ground and ceiling: 50 metres.
- Width between tunnel walls: 36 metres.
- Height from sea surface to ceiling: 33 metres
- Sailing height: 33 metres
- Cross-sectional area: 1661 m².
- Volume of solid rock to be removed: Approx. 3 million m³. Equivalent to approximately 8 million tonnes of blasted rock.
- Total costs: Approx. NOK 3 billion.
- Construction time: Approx. 3-4 years.





Southern Encounter

Sunday 30th May 2021

Please join us for a day out on Steamranger's *Southern Encounter* train from Mount Barker to Victor Harbour and back.



Rx207 arriving in Goolwa on the Southern Encounter

The train leaves Mount Barker at 10:00am arriving at Victor Harbour at 12:45 pm, leaving for the return trip at 3:45 pm and arriving back at Mount Barker at 6:05 pm.

This leaves plenty of time in Victor Harbour for lunch and exploring.

The cost to the Friends is \$61 return for adults and \$40 for children (4 to 16).

Bookings must close Wednesday 19th May.



Unmanned System Type Unmanned Underwater Vehicle (UUV)

Class Remotely Operated Vehicle (ROV)

Role

- Mine identification
- Mine disposal

Builder Saab

Dimensions & Displacement

Length 2.2 metres

Beam 1.3 metres

Performance

Speed 6 knots (maximum)

Range 500 metres (operational depth)

Armament

Physical Countermeasures Disposal charge

Sonars Close range identification sonar

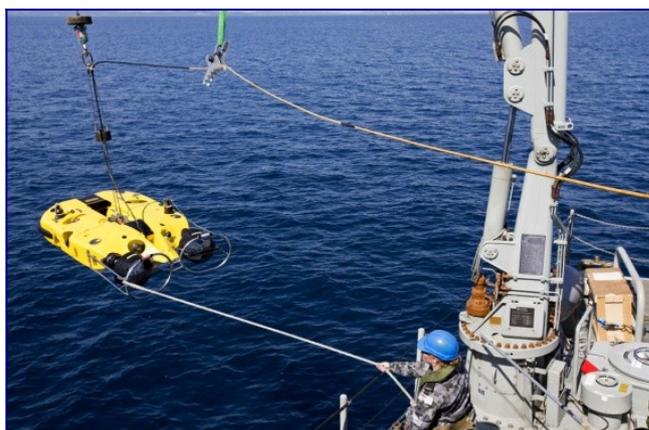
Electro-optic Systems Closed-circuit, low light colour camera

Double Eagle Mk. II

<https://www.navy.gov.au/unmanned-systems/double-eagle-mk-ii>

The Royal Australian Navy's [Huon Class](#) minehunter, coastal vessels are fitted with a pair of electrically powered Saab Double Eagle Mk. II remotely operated underwater vehicles (ROV) for mine disposal. The Double Eagle is equipped with a searchlight, closed-circuit low light television camera and an on-board close range identification sonar. Commands are relayed via a fibre optic link inside the vehicle's 1000 metre tether, which also relays sensor images for display on the ship's multifunction console in the operations room.

Each Double Eagle ROV is fitted with either a disposal charge slung beneath or an explosive or mechanical cutter designed to sever the wire rope or chain holding moored mines.



HMAS Huon recovers its Double Eagle Mk. II unmanned underwater vehicle.



The Spirit of Tasmania II nearing the end of its journey at Devonport 11th September 2005



And in Port Melbourne. The mainland end of this service will move to Geelong in a year or so.