

The Traverse Board

Newsletter of the Friends Of The Paul McGuire Maritime Library Inc

July 2021

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

News From The Friends

President's Report, July 2021

Greetings to you all, now in the grip of winter, with the odd sunny day to cheer us up.

What a wonderful day it was for our Steamranger trip to Victor Harbour on May 30th. The only thing missing was the steam, as the coal had not been



delivered, so we were diesel-powered, but it was still a marvellous day. The scenery along the way was spectacular and interesting in terms of geology and history, and lunch at the Crown Hotel was delightful, can't wait to do it again.

Back to the Railway Hotel for our next meeting, when Annie Roberts from the One and All will bring us up to date with the activities of our own big sailing ship, still looking superb after quite a few years. We will gather there on Thursday, July 29th, and I hope you will all brave the elements to join us there, we always have a jolly time.

I recently had the chance for a look over the City of Adelaide, and it was good to see the additions to walk-way access down in the hold, also work is progressing on the cabins on the upper-deck accommodation. A film has been produced on the whole process of moving the ship from Scotland to her new location at Port Adelaide, I'll try to find out when it can be seen.

Time to close this so I wish you all well, stay safe and warm, and see you soon.

Regards, Julian.

July Meeting

The One and All's Annie Roberts

Thursday 29th July 2021

Railway Hotel, Port Adelaide

Meal from 6:00pm, meeting from 8:00 pm

Please book dinner with Neil 0418 821 331 or Julian 0414 365 294 by 28th July 2021.

Isn't July cold? The guide on a tour boat in York, UK would beg to differ: "It's a hot day", he said: "it's 19 degrees."

There is some interesting material this month, from fast ferries and electric ships, to hazardous submarines, and the saga of shipping logs off Kangaroo Island continues. I can't see American River being viable in the long term as the simply isn't enough room on the wharf for storage.



Not quite the electric ship envisioned in the article, this ferry in Montreal has aspirations.

The Traverse Board

Published by:

The Friends Of The Paul McGuire Maritime Library Inc

President: Julian Murray

Secretary/Treasurer Neil Waller

Patrons: Sir James Hardy, Stan Quin

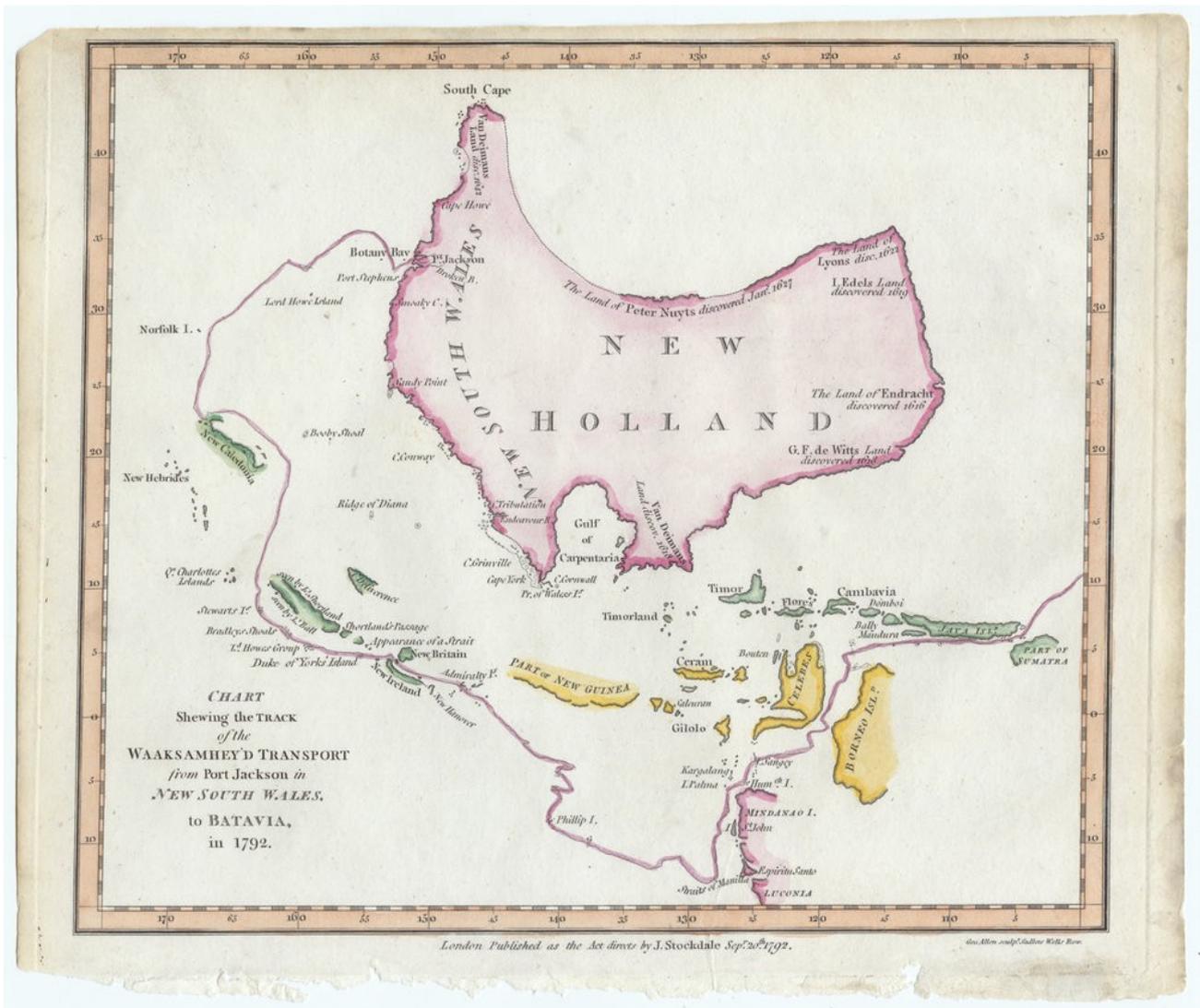
Postal Address: PO Box 3144

ABERFOYLE PARK 5159

Email: neil@fpmml.org.au

Web: <http://www.fpmml.org.au>

Phone: 08 71274563



This recent library purchase from our funds adds to the depth of the Paul McGuire Collection in the State Library.

CHART SHEWING THE TRACK OF THE WAAKSAMHEY'D TRANSPORT FROM PORT JACKSON IN NEW SOUTH WALES TO BATAVIA IN 1792

Description

Map showing the route taken by the *Waaksamhey'd* as it voyaged from Port Jackson in New South Wales to Batavia via New Caledonia. Australia (New Holland) is at the top of the map and Van Dieman's Land is shown attached to the mainland. The map has been hand-coloured in pink, green, yellow and orange.

The Dutch tradingship *Waaksamhey'd* (also spelled *Waakzaamheid*), under the command of John Hunter, was chartered to carry the *Sirius* officers and crew home after that ship had foundered off Norfolk Island. Hunter, who had commanded the *Sirius*, became the second governor of New South Wales.

Originally published (uncoloured) in *An historical journal of the transactions at Port Jackson and Norfolk Island* by John Hunter published in London by John Stockdale, January 1, 1793. Stockdale also published Arthur Phillip's *The voyage of Governor Phillip to Botany Bay : with an account of the establishment of the colonies of Port Jackson & Norfolk Island*, 1789

Purchased with funds from the Friends of the Paul McGuire Maritime Library

<https://digital.collections.slsa.sa.gov.au/nodes/view/7747>

INCAT DELIVERS LARGE NEW FAST FERRY TO TRINIDAD AND TOBAGO GOVERNMENT

24TH JANUARY 2021

Australian Shipbuilder Incat Tasmania celebrated the delivery of its latest large fast ferry, a 100m catamaran for the government of Trinidad and Tobago's National Infrastructure Development Company (NIDCO). Buccoo Reef, Incat hull 094, departed Hobart for Port of Spain on 21 January 2021.

Buccoo Reef is another of Incat Tasmania's new generation fast ferries fully designed and built in Australia. Buccoo Reef benefits from enhanced sea-keeping qualities being completed with the recently introduced centre bow arrangement.

Incat Tasmania Chief Executive Officer Tim Burnell says "As islanders ourselves we fully appreciate the critical importance of maintaining comfortable and reliable year-round passenger and freight services.

"Incat has invested in extensive tank testing and studies using the latest computational fluid dynamics (CFD) and hydrodynamic free-running model test techniques.

"The result is the new arrangement to Incat's signature centre bow profile, ensuring Buccoo Reef is truly fit for purpose on year-round ferry operations on what is an exposed seabridge between Trinidad and Tobago."



"The largest high speed ferry designed and built for Trinidad and Tobago, Buccoo Reef not only delivers enhanced sea keeping but also increased reliability, passenger comfort, capacity and economy with less

operational downtime due to adverse weather conditions."

Buccoo Reef has been constructed in Hobart utilising renewable green energy. "100% of the energy consumed in the manufacture of Buccoo Reef was derived from locally generated renewable green energy sources consisting of hydro, wind and solar," says Tim Burnell.

Flexible rubber mounts between the superstructure and hull will ensure passengers travelling on Buccoo Reef will enjoy an atmosphere of comfort and relaxation afforded by quiet and vibration-free lounges.

The vessel can accommodate 995 passengers and crew, with 175 truck lane metres plus 182 cars, or space for a total 239 cars on the main and mezzanine decks.

On contractual sea trials off the southern coast of Tasmania



Buccoo Reef achieved maximum speeds in excess of 45 knots.

Buccoo Reef is the 48th large commercial fast ferry built by Incat Tasmania and the ninth in excess of 7,000 gross tonnes delivered in the past 13 years.

The ship delivery voyage to Trinidad and Tobago is anticipated to take approximately a month via Tahiti and the Panama Canal.

Buccoo Reef is named after the largest coral reef in Tobago which was designated as a marine park in 1973. Its massive proportions contain a reef system of five reef flats that are separated by deep channels.

<https://shipsmonthly.com/news/incat-delivers-large-new-fast-ferry-to-trinidad-and-tobago-government/>

WINDERMERE'S NEWEST VESSEL SHIPSHAPE AND READY FOR PASSENGERS

15th May 2021

Windermere Lake Cruises has undertaken a complex operation to return its newest vessel MV 'Swift' back to the water after undergoing routine checks to ensure she is shipshape for the new visitor season.



Swift became the biggest boat to be launched onto England's longest lake in 80 years when she made her maiden voyage on Windermere in October, but she has spent the last ten days on the slipway at Lakeside.

While on dry land, Swift's hull was painted and she was inspected by engineers and a ship surveyor from the Maritime and Coastguard Agency to look carefully at the underwater equipment and check it continues to function correctly.

Staff from the vessel's shipbuilder Damen worked alongside the Windermere Lake Cruises team to co-ordinate the process known in the maritime world as 'slipping'.

Operations Director at Windermere Lake Cruises, John Woodburn was part of the team who helped carefully ease Swift onto the slipway.

He says, "We had to wait for perfect weather conditions to put Swift on the slipway. That operation could only be carried out when the lake was like a mirror and the wind in a calm state. We did it in the early morning because that's when the lake is at its calmest.

"This is a year of firsts for this magnificent vessel. It's similar to purchasing a new car, as we need to check that all Swift's equipment and systems are working

properly and in essence, this was her very first service.

"It was a massive task to haul the 328-tonne vessel out of the water, but the whole crew did an amazing job. We are now delighted she's back on the water again to re-join the full sailing fleet of 17 passenger vessels for her first full season on Windermere."

Windermere Lake Cruises scheduled services can be pre-booked online, with pre-allocated seats to maintain social distancing.



Passengers can download the current timetable and find out more about all the Covid-safe measures on board at: www.windermere-lakecruises.co.uk. Self-drive boat hire is also available for households to independently explore the lake in electric motor boats, with allocated timeslots available to book online.

<https://shipsmonthly.com/news/windermere-newest-vessel-shipshape-and-ready-for-passengers/>



The One and All, Port Adelaide

HMS Protector Sails Further North Than Any Other Royal Navy Ship in History

Mike Schuler June 29, 2021

<https://gcaptain.com/hms-protector-sails-further-north-than-any-other-royal-navy-ship-in-history/>



The Royal Navy's HMS Protector has set a record for sailing closer to the North Pole than any other British surface ship in history.

The Plymouth-based survey ship is on her first Arctic patrol after completing an extensive overhaul in January. Since then, Protector has been conducting extensive trials and training with the goal of deploying to Antarctica later this year.

HMS Protector has spent this month in the Arctic Circle, north of 80 degrees latitude, carrying out 'Ice Ramming Trials' to ascertain the correct 'Polar Code' rating post refit.

Previously, only Royal Navy submarines, such as HMS Trenchant which punched through the ice at the Pole in 2018, have travelled further north than the position reached by survey ship reached: 80°41.5 North in the Greenland Sea, about 1050 kilometers (652 miles) from the North Pole.

"Having been nowhere near the ice in more than two years, the ship tested the strength of her engines using a specialist bollard pull in Flekkefjord, southern Norway, then began icebreaking in earnest in the Fram Strait – between Greenland and the Norwegian island chain of Svalbard," the Royal Navy said in a statement.

On board Protector are scientists, engineers and advisors including from the Ministry of Defence and

the British Antarctic Survey, as well as two Royal Navy officers who sailed into the Alaskan Arctic aboard the U.S. Coast Guard cutter Polar Star this past winter, and ice-breaking expert Lieutenant Lauren Kowalski, also from the U.S. Coast Guard.

"This team has ventured far to one of the most amazing parts of the planet," said Protector's Commanding Officer Captain Michael Wood. "The chance to familiarize ourselves with this unforgiving environment has been fantastic, and re-asserts the UK's ability to operate in the Arctic."

While north, the ship also conducted surveys of the seabed in the Fram Strait, between 2,000 and 3,000 meters deep, and collected data about the North Atlantic currents, observed marine mammals, and helped the British Antarctic Survey on researching the polar ice cap.

After a stop in Reykjavik, Iceland, HMS Protector will return to Plymouth where she will begin preparing to return to the southern polar region in the fall.

"We are ready to get back to Antarctica. In the year the UK hosts the COP 26 Conference, our commitment to preserving and understanding this pristine continent, and the impact of climate change upon it, is more important than ever," said Captain Wood.

ALL-ELECTRIC PASSENGER SHIP TO LAUNCH IN STOCKHOLM

4th April 2021

The all-new foiling Candela P-30—the world’s fastest all-electric passenger ship—will hit Stockholm’s waterways in 2022, shuttling passengers to and from the archipelago above the waves without wakes, noise and CO2 emissions.



Ferries are often the most enjoyable and scenic forms of city transportation, but can be painfully slow, as well as smelly and noisy. Worse, they contribute large amounts of CO2 and noxious gases to the atmosphere.

So Swedish tech company Candela will bring to Stockholm, Sweden fast all-electric commuter ferries that ride above the waves on foils, quietly and efficiently carrying passengers at speeds up to 30 knots.

As soon as next year Candela's new 30-passenger ferry P-30 will commence operations, with the intention of eventually replacing the city's aging fleet of 60 diesel boats that serve commuters and visitors to and from the vast, 30 000-island archipelago that stretches from the city centre. After sea trials, the P-30 will start commercial operation in 2023.

At its introduction, the foiling P-30 will hold the distinction of setting several world records. It will be the longest-range electric passenger ship, as well as the fastest. But, it will also be the most energy efficient fast ship ever built.

Funded jointly by Stockholm technology boat builder Candela, and the Swedish transport authority, the P-30 flies on computer-controlled hydrofoils which reduce energy consumption by 80 percent compared to the best fast ferries of today. This is the key to its long all-electric range at high speeds.

The higher service speeds will allow the new P-30 ferry to shuttle more passengers farther and faster than any other electric ship, and will be able to service even the longest routes because it can travel more than three hours at 20 knot cruise speeds before recharging.

The P-30 can also operate in urban waterways at higher speeds than traditional passenger boats

because it creates virtually no wake that would otherwise damage nearby vessels or property.

The all-new high tech P-30 ferry from Candela will offer superior comfort and seakeeping from its Flight controller, a computer that analyzes the boat's pitch and roll a hundred times a second and automatically adjusts the foils to keep it level above the waves.

Thanks to the computer and software, the ride is artificially stable, leaving even the most seasick-prone passengers with smiles on their faces.

The P-30's hydrofoil tech provides other benefits over conventional ships, too.

A recent report by the municipality of Stockholm estimates the overall cost of operating the Candela P-30 will be half the cost of conventional diesel ferries.

P-30 consumes about 3 kWh per nautical mile, which is one tenth of a conventional ship and comparable to the energy consumption of a modern electric-hybrid bus.

Candela's Director of Public Transportation Erik Eklund says, "Our goal is to prove that our electric hydrofoil ferries are much cheaper, more comfortable and a lot more versatile than conventional vessels. It's not just an alternative to other ships, but a whole new take on of public transportation."

Candela P-30 in short
World's first foiling electric passenger ship to be launched in Stockholm in 2022

- First electric passenger ship with long range and high speed
- 80% more energy efficient than current diesel ferries
- 50% lower cost of operation
- Computer-stabilized hydrofoils prevent seasickness
- No wake in city centers
- Alleviate auto traffic and congestion at a very low cost

Facts

- Length 12 meters
- Capacity 30 passengers
- Top speed 30 knots
- Service speed 20-25 knots
- Range 60+ nautical miles at 20 knots (2 hours run time)
- Motor 2 x 60 kW electric pod drives
- Battery 180 kWh lithium ion

T-Ports proposes to ship timber through Kingscote on Kangaroo Island

MARCH 16 2021 – 10:58AM Stan Gorton

<https://www.theislanderonline.com.au/story/7169022/t-ports-proposes-to-ship-timber-through-kingscote/>

SA port operator T-Ports released a statement on Tuesday, March 16 stating it had reached an agreement with Mitsui Bussan Woodchip Oceania, Kangaroo Island Plantation Timbers and HarvestCo. to ship fire-affected timber through Kingscote.

The agreement would see the timber transhipped from a temporary facility at Kingscote using T-Ports' vessel MV Lucky Eyre.

T-Ports CEO Kieran Carvill said the company welcomed the recent public statement by KIPT in support of its



SHIPPING VESSEL: T-Ports' vessel MV Lucky Eyre, painted green and blue, alongside the large bulk carrier Seastar Empress. Photo: T-Ports

proposal to commence transhipping off Kangaroo Island.

The company also anticipates it could export of grains and pulses using the Lucky Eyre from the Island.

"Initial work with local council has been positive as the group look to develop this pathway to market in unison with local stakeholders," he said.

Any shipping was contingent on the approval of the application for the extension of the Kingscote wharf, lodged by Maritime Construction, and the separate approval of the T-Ports transshipment deep water bulk vessel GPS anchor points, storage site and haulage activities, he said.

The project involved a staging facility west of the Kingscote township planned to be set up at a pre-existing grains bunker site, where there was storage for about 25,000 tonnes of logs at this site, he said.

Upgrades to existing ramp and piles at the Kingscote wharf would include a 3 to 5 metre extension to enable MV Lucky Eyre to dock. It would not affect public access to the jetty and foreshore area, he said.

"This transhipping operation will also deliver certainty for potential investors to progress their business proposal, backed by federal government grant, to develop a KI biomass wood pellet and biofuel power plant without further delay," T-Ports says.

"In due course T-Ports transhipping operations could be moved to Smith Bay, subject to government approvals, however if the relevant approvals are not granted then all

parties would work to extend the present four-year lease on the Kingscote Wharf."

KIPT in a recent statement to the Australian Stock Exchange stated it was also trialling putting timber on SeaLink ferries, but that it still wanted to develop Smith Bay.

Timber cargo vessel proposal for American River on Kangaroo Island



WHARF AREA: The wharf area at American River. Photo: Stan Gorton

Stan Gorton JUNE 29 2021 – 2:49PM

<https://www.theislanderonline.com.au/story/7318874/timber-cargo-vessel-proposal-for-american-river/?cs=1525>

The American River Progress Association last week heard a proposal to ship plantation timber from the town's wharf.

David Harris of the KI Connect ferry company presented his plan for a 50-metre cargo vessel that would come alongside the wharf to load up timber logs.

The vessel would then transport the timber to Adelaide and then be able to return to Kangaroo Island with heavy freight.

A separate timber barge proposal meanwhile has been investigated for the Kingscote wharf, with a test run taking place in March.

In the Kingscote proposal, the T-Ports company on behalf of Kangaroo Island Plantation Timbers would stockpile timber logs and chips at the waste recovery centre and then ship timber products through Kingscote to get to the wharf.

KIPT has restated its commitment to its Smith Bay timber export port that is still being assessed by the state government.

Meanwhile just prior to the presentation of the timber barge proposal at the American River Progress Association, the community heard about the plan to beautify the town centre, including the wharf area.

The council's landscape planner, who is also working on plans for other town centres, presented design options for American River.

Whether these beautification measures could proceed if the timber export plan proceeded then became a topic of discussion, according to those present.

KI Eco-Action group members have since the meeting expressed concern about any impacts of the timber export plan.

Otama listing, at 'imminent' risk of capsizing or sinking

By Stephen Taylor June 24, 2021

<http://www.mpnews.com.au/2021/06/24/otama-listing-at-imminent-risk-of-capsizing-or-sinking/>

An emergency direction has been issued by Maritime Safety Victoria warning that HMAS Otama is at "risk of capsizing or possibly sinking imminently".



The submarine, currently moored 800 metres north of Crib Point refinery jetty, is listing significantly to the starboard side.

An exclusion zone has been established by Maritime Safety Victoria prohibiting non-authorized personnel from entering within 200 metres of the stricken vessel.

A source has told *The News* that the submarine has suffered a catastrophic failure of the ballast tank on the starboard side and is taking water.

It is believed the rupture of the tank is due to rust and wear. The situation was exacerbated by wild weather earlier in June.

Contractors were last week attaching air bags to stabilise the vessel moored in waters managed by Parks Victoria. Buoys were being used to keep boats well clear.



"We have spoken with the owner of the vessel as well as key stakeholders to discuss issues surrounding the vessel and ways it could be stabilised in its current location," Parks

Victoria regional director marine and maritime, Jo Richards said.

"The stabilisation may include attaching inflatable fenders which could allow the Western Port Oberon Association to work through options for the vessel's future in light of its obvious deterioration."

Boaters also reported an oil spill around the vessel on Wednesday.

Former Port of Hastings harbour master Captain Dick Cox OAM said there was no oil left on board when the Otama was moored in the bay in 2003.

"All the oil was cleaned out prior to its arrival in Western Port with probably just some grease and lubricants [left] on board," he said.

"The worry is [the sub] sinking with 500 tonne of lead-acid batteries on board.

"It is not in the shipping channel, which is in Port of Hastings-controlled waters, but in the Parks Victoria-controlled waters."

Her Royal Highness Princess Anne commissioned HMAS Otama in 1978. It is said to be the last of the Oberon class submarines in existence. The Western Port Oberon Association has plans to display it as a tourist attraction.

The \$15 million project would involve establishing a maritime museum at Hastings based around the submarine. ("Top Liberals to steer sub project" *The News* 30/5/17).

The association's Max Bryant said discussions with Parks Victoria about salvaging the vessel had taken on a greater urgency since it started listing.

"All of a sudden people are taking notice of it," he said, adding that notional revenues of \$80 million had been 'lost' over time in the stalled bid to make the sub a museum focal point.

"We've got to fix it," he said.

"Once it is stable they can carry out repairs."

Parks Victoria said it was also working with the Port of Hastings Development Authority, Department of Transport and Victorian Regional Channels Authority about the "issues the vessel presents"

