



The Traverse Board

Newsletter of the Friends Of The Paul McGuire Maritime Library Inc

September 2021

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

News From The Friends

President's Report, September 2021

Ahoy to you all, at last we have turned the corner from Winter to Spring, hooray! And I trust you have all come through unscathed.

The lock-down game caused our July meeting to suffer a change of date and place, from the Railway to the British Hotel, where we were all looked after very well, and instead being addressed by Annie Roberts from the One



and All (she was busy with ship's business) we enjoyed a video telling the story of 'Tacoma', the pioneering fishing boat built by the Haldane brothers at Port Fairy to be based at Port Lincoln, which transformed the local fishing industry for ever. In her they chased the mighty tuna, using poles with jigs, then prawns and pilchards, it's a great story.

Sadly, it seems likely that the Railway Hotel will be closing its doors at the end of the month, I hope not for ever. As a result, we will once more meet at the British Hotel, this time Annie Roberts will bring us up to date on the activities of the One and All; she is a very good speaker, so please come along, the date being Tuesday, September 28th, from 6.30 for a delightful dinner if it suits.

Unfortunately the Covid problem has caused the cancellation of the big regattas on the Queensland coast, and this year's Sydney to Hobart race is starting to look a bit shaky too – at least our sailors did very well at the Tokyo Olympics, as did all our other athletes.

As usual, Neil packed the last Traverse Board with many interesting pieces from around the world, and I'm sure this edition will be just as good – thank you, Neil, for your efforts.

Time to close this now, so keep safe and well, and see you all soon.

Regards, Julian.

September 2021 Meeting

Annie Roberts from the *One and All*

British Hotel, Port Adelaide
Tuesday 28th September

Dinner from 6:30pm, talk from 8:00pm.

Please book for dinner with Neil (0418821331) or Julian (0414365294)

Another couple of months have past. August proved a little stormy, particularly in Kingscote, where much damage was done to my shrubs!

The seemingly ongoing saga of Smith Bay continues; at least there will be no port, but the fate of the fire-damaged logs is at present uncertain, and the subject of an extraordinary statement from MP Frank Pangelo who obviously doesn't read the local paper because most of his assertions are simply not true.

But the good pine logs need to come off the island, which is proving difficult. This has been exacerbated by Sealink's annual vessel servicing schedule which for the past couple of months has seen one of the two vessels out of service. It has been hard to book a car on the ferry, let alone a trailer full of logs.

Some bulk freight solution needs to be found.

Neil

The Traverse Board

Published by:

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DESIGNER OF CUNARD LINER QUEEN MARY 2 REVEALS £200MILLION PLAN FOR A NEW ROYAL YACHT TO BE BUILT IN THE UK

5th May 2021
Ships Monthly

The designer of Cunard liner Queen Mary 2, Stephen Payne, has drawn up plans for a £200million royal yacht that would promote British trade, tourism, youth and culture around the world.

Naval architect Stephen Payne, who has been working on the project for two years, says Britannia 2 would be a floating 'Festival of Britain' that could pay for itself by hiring out its conference hall and exhibition spaces during port visits.

At 475ft it would be 62ft longer than the original HMY Britannia and have a two-deck, 250-seat auditorium and a self-contained royal deck, as well as an on-board pub, restaurant, TV studio, museum and souvenir shop. There would be storage for a quayside "pop-up" marquee connected to the ship's electrical supply.

The ambitious plans for a new national flagship, announced by the Prime Minister, would be named after the Duke of Edinburgh and help boost British trade.

Mr Payne said he sent an outline of his proposals to No.10 – but they were lost. He added: "What concerns me about Boris Johnson's plan is the scale of what they're proposing – I'm hoping they are not trying to do this on the cheap. Mine's a fairly large ship, it might end up costing £300 million, but even then the payback time would be 20 years, so it would be cost neutral."

The designer's interest in building a second Britannia stems from his visits to the previous royal yacht in 1996 when he was advising a parliamentary committee on the ship, which is now a tourist attraction in Leith, Edinburgh.

Mr Payne said: "The driving force has been to provide a platform that could deliver all that Britannia did so well, with the significant upgrades of a conference and exhibition centre that could offset its build and operational costs."

He wants the hybrid-powered royal yacht built at Harland & Wolff shipyard in Belfast and for it to become the first ever "dual flag" Royal and Merchant Navy vessel with a Royal Navy captain.

The 61-year-old has even drawn up a 328-day itinerary for the ship to visit 51 ports around the world. In times of emergency, Britannia 2 could have a secondary use as a floating hospital or disaster relief ship.

Mr Payne, from Hampshire, has impeccable credentials for the project. As well as designing Queen Mary 2, he has worked with the Ministry of Defence on studies into aircraft carriers.

As a five-year-old boy, his interest in naval design was sparked by an item on children's TV programme Blue Peter about Cunard liner Queen Elizabeth.

At the age of 12, when the Blue Peter annual ran a feature saying "Queen Elizabeth is a superliner, the last of a great age and nothing will ever be built like her again", he wrote complaining that this was not true as he was going to design and build just such a ship himself. Programme editor Biddy Baxter sent him a Blue Peter badge but warned that he "shouldn't be disappointed if he never achieved his goal".

Undeterred, Mr Payne graduated as a naval architect in 1984 and joined Carnival Cruise Line in London, where he helped design the Fantasy class of ships.

After visiting Britannia in 1996, he wrote articles on the history of the royal yacht which were edited by Prince Philip and published in The Naval Architect and Ships Monthly. However, plans for a successor ship were shelved by Tony Blair's Labour government the following year.



Around the same time, James Cameron launched his movie blockbuster Titanic which – despite its dramatic ending – created a surge in demand for transatlantic voyages on Cunard’s then flagship, Queen Elizabeth 2. In 1998, new owners Carnival Corporation decided to invest in a new \$1billion liner, Queen Mary 2, with 38-year-old Payne chosen to design the ship.

With its launch in 2004, his vow to build a superliner to rival Queen Elizabeth was fulfilled. Blue Peter presenters even came on board on the day of the maiden voyage to present him with the show’s top honour, a gold badge. Mr Payne was also made an OBE for services to shipping.

He said: “It is nearly 30 years – and a new century – since the last royal yacht was withdrawn and there has never been a greater need for the British Government to step up its support for UK industry as it seeks to sell its goods and services overseas.

“Recent events have also underlined the importance of the Royal Family to the country’s image abroad and the need to ensure that it can continue to make a positive contribution. Britannia 2 is designed to highlight that royal link to the UK’s fortunes by becoming a key part of a major economic recovery based on new and enhanced trade deals around the world.

“This multiple-role vessel will also showcase the best in British design and innovation. Building the ship at Harland & Wolff would mean that, everywhere it sailed, people will be witnessing the return of classic UK shipbuilding, even if they never step on board.”



The Royal Yacht Britannia in Sydney Harbour



A Concorde flies by the Britannia. Now both out of service, 18 of the 20 aircraft built and the Britannia are still in existence.

The Britannia was retired in 1997 and is now on display in Edinburg. The Concorde were finally withdrawn from service in 2003 and most are on display.

royalyachtbritannia.co.uk Edinburg.

Australian Merchant Mariners Are Asking To Be Considered Essential Workers

Gcaptain September 3, 2021

Maritime Industry Australia Ltd (MIAL) joined Minister Gee, on Merchant Navy Day, to recognize the contribution of Australian merchant mariners of the past and the impact and sacrifice they made throughout wars and times of conflict.

MIAL also used today to recognize the contribution and sacrifice of today’s Australian seafarers – those battling border closures on a daily basis to get to and from work to keep essential shipping and maritime service working. Without their work ships would stop, ports would close, goods would not make it into the country and the resources sector would grind to a halt. Given the undeniable ‘essential service’ they provide it seems desperately unfair that Western Australia (WA) and, more recently Queensland (QLD), do not consider them essential workers and will not allow them to cross their borders to enter for work. Truck drivers and train drivers are OK, boat drivers are not.

MIAL calls on all States and the Northern Territory (NT) to ensure their border directions treat maritime crews as essential, as they do other freight providers, and facilitate their border crossings to get to and from work.

MIAL is also calling on the Government to consider the actions necessary to revive the Australian shipping industry and secure the maritime capability and skills their nation has relied on in the past and desperately needs in the future. Building an Australian shipping capability makes sense as part of the broader picture of ensuring Australian self-reliance, such as our investment in our inland rail.

Dire Shortage Of Containers Amid Other Setbacks Are Impacting Coffee Supplies

Bloomberg August 28, 2021

By **Mai Ngoc Chau** (Bloomberg) <https://gcaptain.com/dire-shortage-containers-impacting-coffee-supplies/>



Photo by Ed Hardy

World coffee supplies are suffering a fresh setback from stringent travel curbs imposed in second-biggest grower Vietnam to control the worsening spread of the infectious delta variant of the coronavirus.

The government is keeping the city of Ho Chi Minh, the exporting hub, under lockdown because of a surge in virus infections, and has tight movement controls in place in some key producing areas of the Central Highlands.

Exporters are struggling to transport beans to the ports for shipment, according to traders and suppliers. That's adding to a raft of other logistical problems such as a dire shortage of containers and soaring freight rates.

Trade groups, including the Vietnam Coffee-Cocoa Association, have petitioned the government to ease the curbs, which they say cause delays, raise costs and put shippers at risk of having to compensate buyers for late delivery.

In response, Transport Minister Nguyen Van The this week ordered authorities in the south of the country to do everything possible to facilitate the transport of farm products, such as coffee and rice. He told local governments they must avoid all unnecessary requirements and burdensome paperwork.

Global coffee prices have been on a tear amid mounting threats to supplies from South America to Asia. Drought and frost ravaged crops this year in top grower Brazil, which produces the premium arabica variety, adding to the widespread logistics issues in Vietnam and Indonesia.

While some roasters decided to switch to cheaper supplies of robusta beans from Vietnam after the frost destroyed production in Brazil, soaring prices and shipment woes now make that option far less appealing.

—With assistance from Marvin G. Perez.

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Navy Looks to the Skies

By Acting Sub Lieutenant Jack Meadows

18 August 2021 <https://news.defence.gov.au/capability/navy-looks-skies>

Communications, remote sensing and precision navigation and timing for warships and submarines is becoming more and more important – and satellite technology is making the process that much easier.

The ADF is increasingly investing in satellite capabilities in space to allow Navy surface and sub-surface vessels to better assess the maritime environment and respond to potential threats over the horizon.

Navy Information Warfare's Deputy Director Space Lieutenant Commander Ben Piggott said such capabilities and platforms provided Navy with a strategic advantage.

"Satellite communications is the only way to move a lot of information to and from ships and submarines quickly," Lieutenant Commander Piggott said.

"Remote-sensing satellites are important so that we can understand the environment beyond the range of our on-board sensors, and GPS is essential so that we can know where we are, target weapons accurately, and synchronise our communications.

"Defence is also exploring options for space electronic warfare to deter interference with our space systems."

Lieutenant Commander Piggott's comments come as Defence highlights its long-standing and diverse science-based capabilities as part of National Science Week, Australia's annual celebration of all things relating to science and technology held each year in August. For Navy, it is an opportunity to highlight the ground-breaking work of its Information Warfare Space specialists – a relatively new qualification.



Lieutenant Commander Benjamin Piggott is the Navy Information Warfare Branch's Deputy Director- Space based in Canberra. Photo: Petty Officer Bradley Darvill

World's Largest Civilian Hospital Ship Delivered to Mercy Ships

Mike Schuler June 30, 2021 <https://gcaptain.com/worlds-largest-civilian-hospital-ship-delivered-to-mercy-ships/>

Mercy Ships has taken delivery of the world's largest civilian hospital ship, Global Mercy.

The ship was delivered to the international charity at the Tianjin Xingang shipyard in northern China, where the purpose-built hospital ship was constructed.



Mercy Ships has been working on the project for more than eight years, with the first contracts signed in 2013 and keel laying in 2015. Sea trials were successfully completed this past April.

"This day is a dream come true – not only for us, but for those we serve," said Don Stephens, Mercy Ships founder. "African heads of states and ministers of health have often expressed a desire for more of their healthcare professionals to be trained in-country. This ship will do exactly that. Many who suffer from disability and disfigurement will have access to surgical treatment and whole-person care in healthcare systems that will enable them to reach their Godgiven potential. We hope that this new vessel and the volunteer crew who serve on her will bring hope, healing and transformation for the next 40-50 years."

Stena RoRo has been working on the project since the beginning and was responsible for the design, contracting and execution of the project.

"We are very proud to take delivery of this special ship," says Per Westling, managing director for Stena RoRo. "The activities to be carried out on board have placed certain special and stringent demands on shipbuilding. For the shipyard, it was the first time they had built a vessel of this type – a challenge they have managed extremely well. For Mercy Ships, the delivery means that their capacity to provide care has more than doubled, and at Stena RoRo we are happy to be a part of their fantastic work through the construction of the Global Mercy."

At 37,000 tonnes, the ship is largest civilian hospital ship in the world and can accommodate 950 people including a crew of 641. With 12 decks, it features six operating "theaters", beds for 200 people, a laboratory, and eye clinic.

Global Mercy will now set sail on its maiden voyage to Belgium, under the command of Captain Taylor Perez, where the vessel will be staffed with volunteers and have the last of the medical equipment installed. It will then continue to Rotterdam to be presented to sponsors, future volunteers, the media and other interested parties. After that, the Global Mercy will be ready to sail to West Africa for service at Dakar in Senegal.

Global Mercy joins the 1980-built Africa Mercy, which has been Mercy Ships' sole operating hospital ship since joining the fleet in 2007. Founded in 1978, Mercy Ships has had between 1 and 3 ships in service at any given time.

France-based Barry Rogliano Salles (BRS) served as the broker in the Global Mercy project, while detailed design was provided by Finnish Deltamarin. The ship is classed by Lloyd's Register and will sail under the Maltese flag while operating along the coast of Africa.

Global Mercy Particulars:

Length: 174 meters
Beam: 28.6 meters
Draught: 6.15 meters
Gross tonnage: 37,000 tonnes
Deadweight: 5,448 tonnes
Total area, interior: 30,000 square meters

Floating Hospitals. Vessels of Hope and Healing.

What makes Mercy Ships different is that we use a unique platform – a ship – to bring world-class medical care to the poorest nations of the world. Because over 50% of the world's population lives within 160 kilometres of the coast, we're able to sail a modern hospital ship with a crew of 400 volunteers directly to people who lack access. A ship gives us a number of advantages including:

- The ability to provide our services to millions who live in those areas of the globe that are difficult to access in normal circumstances allowing thousands to experience the same kind of medical care available to those of us who live in the West.
- Our staff work and are accommodated in a secure environment.
- In the unfortunate event of civil unrest, both staff and the self-contained hospital can be evacuated quickly to move onto the next assignment without loss of investment or capabilities.

Find out more about our current flagship, the Africa Mercy, our new Mercy Ship, and our other ships, now retired, that have brought hope, healing and renewed health to thousands.

<https://mercyships.org.au/about/#our-ships>

Two Australian sailors successfully rescued near Honolulu

<https://www.amsa.gov.au/news-community/news-and-media-releases/two-australian-sailors-successfully-rescued-near-honolulu>

AUGUST 31 2021 – 10:29AM



Image courtesy US Coast Guard District 14

Two Australians have been rescued from a 13-metre sailing vessel in the North Pacific Ocean following a successful joint operation between the Australian Maritime Safety Authority (AMSA) and the Joint Rescue Coordination Center (JRCC) Honolulu.

On Saturday, August 14, AMSA's Joint Rescue Coordination Centre received a distress call about 1600 hours (AEST) via satellite phone from the crew of the LINDA ELLEN after the vessel was hit by a severe weather squall and was in danger of sinking.

The vessel sustained hull damage and activated its emergency beacon at 1621 hours AEST, showing its remote location to be around 2500km south-west of Honolulu.

As the vessel was located within the United States Search and Rescue region, JRCC Honolulu deployed a US Coastguard aircraft to conduct an aerial search and diverted a Korean fishing vessel, Blue Ocean, to assist. The aircraft located the vessel and established radio communication around 2245 hours (AEST).

At around 0130 hours (AEST), JRCC Honolulu advised that the two people had been rescued by the Blue Ocean and were safely on board. Australian authorities are now making arrangements for the repatriation of the two people.

AMSA Response Centre Manager Kevin McEvoy said: "This was an outstanding joint rescue effort coordinated by JRCC Honolulu with a positive outcome.

"JRCC Australia sincerely thanks JRCC Honolulu for their prompt, successful coordination of this incident and asks that our gratitude is passed on to all involved parties, especially the crew of the Blue Ocean and the United States Coastguard aircraft.

"This rescue highlights the benefit of people being properly prepared at sea, and in particular having an emergency beacon which enables a quick response to help save lives."

Mr McEvoy said AMSA is committed to working collaboratively with all search and rescue partners and volunteers in Australian and international waters.



Troubridge Hill Lighthouse Southern Yorke Peninsula guards the western approach to St Vincent Gulf.

Ports get facelift

Dani Brown

<https://www.theislanderonline.com.au/story/7409801/ports-get-facelift/>

The ferry ports at Penneshaw and Cape Jervis are set to be completely rejuvenated by the end of next year, after the state government announced a \$22 million upgrade of the facilities.

Ferry berthing and mooring facilities at the two ports will be replaced with "modern, long-lasting and fit-for-purpose infrastructure".

Minister for Infrastructure and Transport Corey Wingard said the current facilities would remain fully operational while construction and replacement is underway, and will be demolished and removed after the new infrastructure is commissioned.

"Without renewing the infrastructure, there is a high risk the ports will face regular and longer shutdowns," he said.

Among the new infrastructure is an aerobridge at the Cape Jervis port, which allows passengers to get on and off the ferry from the terminal deck level to the ferry entry door.

Mr Wingard said the modernisation of the ports would strengthen tourism, trade and community links between the Island and the mainland.

"Effective, capable and reliable port infrastructure at Cape Jervis and Penneshaw is critical to the welfare and economic success of Kangaroo Island, as a critical sea link between the island and the mainland for cars, freight and passengers," he said.

"This \$22 million investment will secure the long term future of the ports, ensuring safe access to Kangaroo Island, providing a community and economic benefit to the island and the state while also facilitating potential future investment and development."

He said construction would begin at Penneshaw later this year, while the mainland works would not start until early next year, and both new ports should be complete by the end of 2023, weather permitting.

During construction 45 full time jobs will be created to help "secure the long-term future of these critical sea links".

"The existing facilities are at the end of their useful design life and the refurbishment will extend their use by up to 100 years," Mr Wingard said.

Alongside the berthing facilities' replacement is the \$1.5 million upgrade of Penneshaw and Cape Jervis' jetties, and the current competitive market-based process for the operation of ferry services between the Island and the mainland from July 1, 2024.

Yumbah Aquaculture on Kangaroo Island welcomes Smith Bay port decision

Stan Gorton AUGUST 12 2021 - 12:58PM

<https://www.theislanderonline.com.au/story/7383216/yumbah-aquaculture-welcomes-smith-bay-port-decision/>

CHEEK BY JOWL: KIPT's proposed Smith Bay port and jetty in black and the neighbouring Yumbah Aquaculture abalone farm marked in yellow directly adjacent. Image: KIPT Environmental Impact Statement



Yumbah Aquaculture has welcomed the state government's decision to refuse permission for the proposed timber exporting port at Smith Bay.

Kangaroo Island Plantation Timbers has since announced it will be converting its timber to farmland.

Yumbah Aquaculture released a statement this week saying the decision is right for Kangaroo Island.

"This is a victory for what makes Kangaroo Island special - a unique biosecure island whose environment is internationally acclaimed.

"Yumbah and other businesses that rely on this environment are thankful for the decision.

"For more than five years, Yumbah's growth and investment plans on Kangaroo Island have been put on hold because of the threat of a Smith Bay seaport.

"The state's clear response to the commission's final report removes that threat and the door to aqua tourism and aquaculture on Kangaroo Island is now reopened.

"It means Yumbah and others not only at Smith Bay but across Kangaroo Island can get back to being in business for the long term.

"Best of all, the decision clears the air for the people of Kangaroo Island.

"Yumbah thanks all supporters and especially its loyal staff who kept the Kangaroo Island farm ticking in the face of adversity.

"Removing what timber remains from the Black Summer fires still presents a massive challenge for the Island, and Yumbah commits to continuing to be a positive voice supporting what is best for Kangaroo Island for the long-term."

WÄRTSILÄ'S MULTI-FUEL ENGINE TECHNOLOGY THE CHOICE FOR TWO NEW AUSTRALIAN ROPAX FERRIES

25TH AUGUST 2021

[HTTPS://SHIPSMONTHLY.COM/NEWS/WARTSILAS-MULTI-FUEL-ENGINE-TECHNOLOGY-THE-CHOICE-FOR-TWO-NEW-AUSTRALIAN-ROPAX-FERRIES/](https://shipsmonthly.com/news/wartsilas-multi-fuel-engine-technology-the-choice-for-two-new-australian-ropax-ferries/)

The technology group Wärtsilä will supply the engines and fuel gas supply systems for two new Ropax ferries. The vessels are being built at the Rauma Marine Constructions (RMC) yard in Finland for TT-Line Company Pty Ltd, a renowned Australian ferry fleet owner and operator. The order with Wärtsilä was placed in June 2021.

TT-Line currently operates two ferries, *Spirit of Tasmania I* and *Spirit of Tasmania II*, both of which operate with Wärtsilä engines, on the route between Melbourne, Victoria and Devonport, Tasmania. This fleet is now being renewed by the building of two new 212 metre long vessels, which will adopt the latest technology and be powered with LNG fuel to lessen the environmental impact.



“Since 2002 when the current vessels were inducted into our fleet, the Wärtsilä engines have delivered both performance and reliability backed by strong service and technical support. Keeping in mind the IMO’s stringent emission targets for the future, TT Line has opted for LNG fuelled ferries. Wärtsilä’s depth of experience and broad portfolio of LNG-fuel solutions for marine applications were prime considerations for us,” says Bernard Dwyer, Chief Executive Officer of TT-Line.

“We have worked closely with TT-Line for a number of years and are pleased and proud to continue this long-standing relationship via this latest newbuild project. We shall extend our best technical and operational support to TT-Lines’ new ferries. Wärtsilä has played a major role in enabling LNG to become a viable and increasingly popular marine fuel, and its

adoption by global operators continues to grow. This order is a clear reflection of that trend,” says Mikko Mannerkorpi, General Manager, Sales, Wärtsilä Marine Power.

“Our goal is to be a pioneer in environmentally sustainable technology in shipbuilding, and we want to provide vessels to our customers accordingly. The LNG-powered engines play an important part in building two new eco-efficient and future-proof vessels for TT-Line,” says Jyrki Heinimaa, President & CEO of Rauma Marine Constructions.

The scope of supply includes, for each ship, four Wärtsilä 46DF dual-fuel main engines, three Wärtsilä 20DF dual-fuel auxiliary engines, and two Wärtsilä LNGPac fuel storage, supply, and control systems. The engines are future-proofed to operate on alternative green fuels as and when the availability evolves.

The new ferries will have a capacity of 1800 passengers and approximately 2500 lane metres on two freight decks. The first vessel is scheduled for delivery by the end of 2023, with the second one due a year later.



A different view of the Spirit of Tasmania. It is seen here approaching its dock at the Port Melbourne Pier. ABC News