

The Traverse Board

Newsletter of the Friends Of The Paul McGuire Maritime Library Inc

November 2021

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

News From The Friends

President's Report, November 2021



Greetings to you all, and I hope this finds you in good shape. It is good to feel warm again, but the weather still has a few surprises in store, to the pain of our farmers, sadly.

At last, in September we enjoyed an evening with Annie Roberts from the One and All, at the British Hotel, where she brought us up to date with recent activities of our lovely ship. All is well, she has had a lot of work

done lately, and in order to keep some money coming in, she is doing more short trips and evening cruises than before, which can't be a bad thing.

Not long to wait before we will be entertained by our veteran cruisers, Mike and Gay Lewis. This will take place on Tuesday, November 23rd, at the British Hotel, so Please come along and make it a night to remember, which I'm sure it will be.

Fingers are still crossed regarding the future of the Railway Hotel, I believe there are still a couple of interesting parties around.

The good news is that the Sydney to Hobart race is on at last, after a little uncertainty, so we wish all the people involved a safe and fast ride south.

Having just re-read the September Traverse Board, I wonder will we really see the new Royal Yacht?

That's all for now, see you all soon, I hope.

Regards, Julian.



November 2021 Meeting

Travellers Mike and Gay Lewis will update us on their adventures.

British Hotel, Port Adelaide
Tuesday 23rd September

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

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

The Golden Globe Race 2022

Around midday on Sunday 5th December member Mark Sinclair will set off from the RSAYS in his bright orange Lello 34 masthead cutter *Coconut* for Les Sables D'elonne, France via Cape Horn in order to take part in the 2nd Golden Globe Round the World Yacht race which starts on 4th September 2022.

Mark has thoroughly serviced *Coconut* to improve its reliability.

We wish him well.

The Traverse Board

Published by:

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Not many marinas can boast a 100-year-old submarine, but this one does

By [Tim Callanan](#)

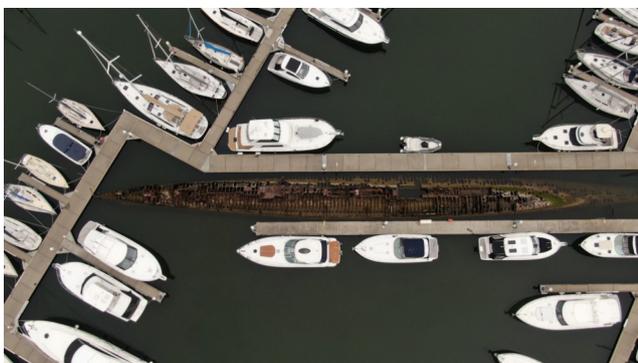
Posted Sun 26 Sep 2021 at 6:41am Sunday 26 Sep 2021 at 6:41am, updated Sun 26 Sep 2021 at 9:51am
<https://www.abc.net.au/news/2021-09-26/this-marina-is-home-to-a-100-year-old-submarine>

By the time Australia gets the first of its next fleet of submarines, J-7 will be 113 years old, and won't have sailed anywhere in a century.

J-7 may be a familiar sight to dozens of sailors who stride past her every day at Sandringham Yacht Club, but most Melburnians won't even know she's there.

Once one of the fastest submarines in the world, the only place she's going these days is deeper into the mud.

"She was quite remarkable," the Sandringham Yacht Club's historian Graeme Disney said.



This submarine has been a fixture at the Sandringham Yacht Club since 1930. (ABC News: Billy Draper)

"She had a range of 5,000 miles. That's extraordinary for First World War times."

So how did this once cutting-edge submarine built for the British Navy end up rusting away next to fancy yachts and speed boats in a marina in Melbourne? Because everything new eventually becomes obsolete, and then you have to either throw it away or find some other use for it.

In J-7's case, it was a bit of both.

The Fastest Thing Under the Water



One of the J-class submarines under construction in Plymouth. (Supplied: State Library of Victoria)

In the early days of World War I, Britain heard rumours that the Germans were building a fleet of U-boats capable of speeds much greater than any British submarine.

The rumours turned out to be false, but the British built a new class of submarines anyway.

The J-class submarines were capable of speeds of up to 19 knots at the surface, making them the fastest submarine in the world at the time.

They didn't see a lot of action during the war, but did manage to sink a U-boat and damage a couple of warships.

One of the subs, J-6, was accidentally sunk by a British ship after the captain mistook the J on the vessel's conning tower for a U and assumed it was a German submarine.

At the end of the war, Britain gave the six remaining J-class submarines to Australia as a gift.

Australia hadn't had much luck with submarines to that point, losing the only two it had during World War I within a year of their construction.

If the Australian government thought they were getting a great deal, they must've been remarkably disappointed when the J-class fleet limped into Australian waters in July 1919.

Never look a gift sub in the mouth

After a three-month voyage, during which several of the submarines broke down, they were found to be almost unusable.

One of the subs was unable to dive, which was something of an issue for a vessel that was supposed to spend much of its time underwater.

After an expensive refit, the submarines were put into service, with four of them based at Osborne House in Geelong, and two in Sydney.

The six submarines lasted just a few years in the Royal Australian Navy, with big cuts to defence spending sealing their fate in 1922.

The subs were expensive to run and the general feeling in the government was that the country didn't really need them. The enemy was defeated, who were they protecting us from? Dolphins?

The decision to sell the submarines for scrap did not go down well with everyone. The former district naval officer for Victoria, Captain J.T. Richardson, was very cranky indeed.

"To scrap the six J-class submarines would be criminal," he said in February 1923.

But, the decision was made and the subs were put up for sale, with two conditions: that whoever bought them would remove them within 42 days of purchase, and would destroy them within 18 months of purchase.

The Melbourne Salvage Company bought four of them, which were used for bombing practice outside Port Phillip Heads by Australian aircraft in 1926.

The pilots must've needed the practice as it was reported in The Argus that no direct hits were made, but no bomb landed "more than about 200 feet away".

The wrecks of those four submarines are popular dive sites. Another of the J-class submarines lies in about 6 metres of water at Swan Island, near Queenscliff.

J-7 finds a permanent home at Sandringham

In the mid-1920s, Sandringham Yacht Club had hoped to buy HMAS Cerberus, which had been the depot ship for the six J-class submarines, and sink it as a breakwater.

They missed out, but instead bought the J-7 which was sunk in 1930.



The submarine was purchased by Sandringham Yacht Club in 1930 and was sunk as a breakwater.(ABC News: Billy Draper)

Years later a stone breakwater was built, once again rendering the J-7 obsolete when all it was required to do was sit in the water and stop waves from crashing.

When the club's marina was built, it was considered too expensive to remove the sub and, anyhow, many of the members were quite attached to it.

"It's our sub," Graeme Disney said.

Graeme used to snorkle around the J-7 when he was a teenager 65 years ago, and remembers when it was in a lot better shape than it is now.

"If we dived at the side and scraped off the barnacles and seaweed you were presented with pristine grey painted steel," he said.

The pristine paint is long gone, and J-7 is now very much looking her age, peeling and crumbling slowly but surely into the bay next to millions of dollars' worth of luxury pleasure boats.



The J-7 submarine saw limited service in the British Navy before it was gifted to Australia in 1919.(Supplied: Australian War Memorial)

Graeme still sees people new to the marina do a double-take when they see the rusting ribs protruding from the water for the first time.

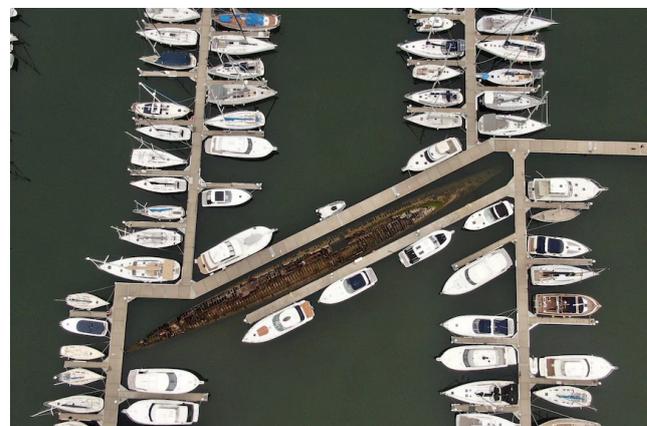
"So many people contacted me to say they had no idea Sandringham had a submarine," he said.

"Most people know about the Cerberus in Half Moon Bay but they don't know about the sub because as you can see it's buried in the midst of the marina."

There's been a long-running but largely unsuccessful campaign to get funding to maintain the wreck of HMAS Cerberus, but there's not much hope of that kind of effort for the J-7.

"J-7 is nowhere near as significant as Cerberus, Cerberus is the last example in the world of a breastwork monitor, if we can't get funding for that the hope of getting funding for J-7 is less than nothing," Graeme said.

"My guess is it will just be allowed to rust away."



The J-7 submarine surrounded by yachts at Sandringham.(ABC News: Billy Draper)

Australian Documents Showed French Submarine Project Was At Risk For Years

By Kirsty Needham (Reuters)

September 21, 2021

<https://gcaptain.com/australian-french-submarine-documents/>

France shouldn't have been surprised that Australia canceled a submarine contract, as major concerns about delays, cost overruns, and suitability had been aired officially and publicly for years, Australian politicians said.

Paris has recalled its ambassadors from Canberra and Washington, saying it was blindsided by Canberra's decision to build nuclear-powered submarines with the U.S. and Britain rather than stick with its contract for French diesel submarines.

Yet as early as September 2018, an independent oversight board led by a former U.S. Secretary of the Navy Donald Winter had advised Australia to look at alternatives to the French submarine, and questioned whether the project was in the national interest, a 2020 public report from the country's Auditor-General shows.

Australian parliamentary hearings and reports on the project, first priced at \$40 billion and more recently at \$60 billion, even before construction had begun, also showed problems emerging. In June the defense secretary told parliament "contingency planning" for the program was underway.

"They would have to have their eyes shut not to realize the danger they were facing," said Rex Patrick, an independent senator for South Australia, referring to France.

Government ministers said this week Canberra had been "upfront" with Paris about the problems.

A French lawmaker also raised questions in the country's parliament in June about Australian concerns over delays, and whether Australia might be considering submarine alternatives, French government records show.

"We chose not to go through a gate in a contract," Prime Minister Scott Morrison told reporters when he arrived in New York on Monday. "The contract was set up that way, and we chose not to go through it because we believed to do so would ultimately not be in Australia's interests."

An official from the French Embassy in Canberra said an intergovernmental agreement should have allowed for confidential discussions between ministers about changes to political or strategic circumstances.

"No warning, no proposals for discussion were offered," the official said, speaking on condition of anonymity because of the sensitivity of the matter.

OFF-RAMPS AND GATES

The deal was first announced in 2016. A pre-design review was delayed in 2018 because the "work provided to Defence by Naval Group did not meet Defence's requirements," the audit said, citing lack of design detail, operational requirements, and 63 studies not completed.

The contract between Australia and Naval Group, majority-owned by the French government, was signed 16 months late in February 2019.

It included contractual off-ramps in which Australia could pay to exit the project, and established "control gates" whereby Naval Group must meet criteria before progressing to the next phase. The defense department considered these "hold points" for assessing the project's risk, the auditor-general said.

In September 2019, with A\$446 million (\$325 million) already spent in France, the defense department told the auditor it had examined extending the life of Australia's Collins-class submarine fleet "and the time this would allow to develop a new acquisition strategy."

The 2020 Auditor-General's report examining the submarine deal – the Department of Defence's biggest ever – found the department had been "frank and timely" in communicating concerns with Naval Group.

Naval Group said in a statement to Reuters that it was aware of public discussion, but that official declarations were supportive of the submarine program. It said Morrison was "very clear that the decision was not a result of difficulties with the Future Submarine Program or Naval Group."

"Naval Group delivered on its commitments to the Commonwealth of Australia as acknowledged by the letter for termination 'for convenience' we received," the statement said.

In August, the Australian and French defense ministers, and French foreign ministers, "underlined the importance" of the submarine program, according to a joint statement from both countries.

SHIPYARD REVIEW PANEL

According to the Auditor-General's report, the most recent major milestone in the French contract – a preliminary design review – was in January 2021.

An industry source with direct knowledge of the matter told Reuters that Naval Group Australia provided material to Defence in "late January or February," but that Australia did not consider it to meet requirements.

Hilarides, who had overseen ship and submarine construction for the U.S. Navy, said the panel's advice was confidential.

The former head of BAE Systems Submarines, Murray Easton, who had turned around a delayed British nuclear submarine program, joined the panel in February, contract notices show.

It met by videoconference 10 times by June, including confidential briefings for its U.S. members at the Australian embassy in Washington, the parliament was told.

Easton and Hilarides did not respond to requests for comment.

Milestone for much-loved jetty



This year marks the centenary of the Port Noarlunga Jetty, the centrepiece of the popular seaside suburb.

Port Noarlunga’s first jetty was built in 1855 to aid the flour mill at Old Noarlunga and the fishing industry that was significant in the area. The jetty suffered significant storm damage over time and was demolished in 1914. Its pile stumps are occasionally visible at low tide south of the present jetty.

By the time the present jetty commenced construction in 1919 the town had transformed into a bustling seaside resort. The jetty, built solely for recreational purposes, was opened on 10 December 1921 by then Governor of South Australia Sir Archibald Weigall with thousands of people in attendance.

Committees of the day focussed on developing the area and beautifying the foreshore. Guesthouses built in the sandhills throughout the area attracted crowds of holidaymakers.

The newly built jetty was battered by storms in 1928. Storms damaged the jetty several times again during the 1950s, and a storm in 1987 washed away the outer 15 metres of the jetty.

The divers’ stairs that the City of Onkaparinga installed in 1997 were dislodged by a storm in 2018. Council has installed new stairs and platforms to give divers and snorkellers easy access to the water at all tide times.

The jetty is encompassed by the Port Noarlunga Reef Aquatic Reserve, part of the Encounter Marine Park that extends from Port Noarlunga to Kangaroo Island. Line fishing from the jetty is permitted, excluding the end section to protect the reef.

Port Noarlunga Business and Tourism Association chair Jeanette Howell says the jetty is akin to Port Noarlunga’s “community hall”.

“The jetty is a drawcard in Port Noarlunga. People come to the area to enjoy the cafes and restaurants and enjoy a walk along the jetty after their meal. Families find shelter in the

shade of the jetty and let their children play in the shallow water. There are an incredible number of divers and snorkellers in the waters around the jetty, and it’s a popular spot for fishing, as well as being central to aquatic education programs,” Jeanette says.

The jetty has featured in several television programs and movies, including Australian family fantasy film *Selkie* released in 2000 and Australian television drama mini-series *Deadline Gallipoli* first screened in 2005.

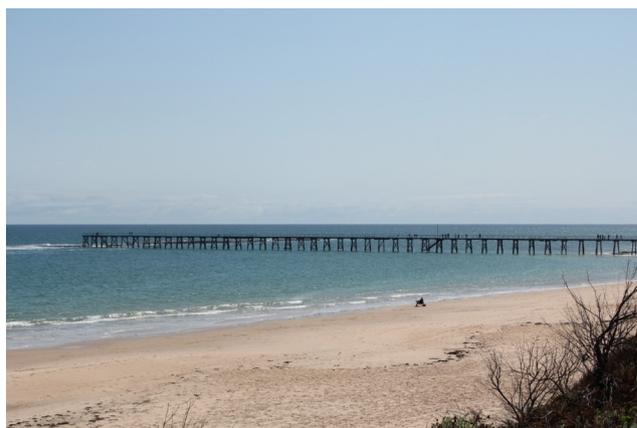
A three-day celebration is being planned by the Port Noarlunga Business and Tourism Association from 10-12 December to commemorate the jetty’s centenary. The colourful events across the festival, supported by the City of Onkaparinga, will showcase how the community has used the jetty through the decades.

Tall ship STV One and All will anchor at the end of the jetty on 10 December weather-permitting. Its arrival at the celebration represents the change in transportation in the state from sea to road.

Around the town there will be art, photography, film, snorkelling, fishing and history classes and exhibitions. Local cafes, restaurants and clubs will host ticketed decade-themed dinners on 11 December, with attendees encouraged to dress in the costume of the era.

“There will be beach activities, picnics and plenty of opportunities to relax and enjoy the activities that happen above, below and on the jetty and in the water,” Jeanette says.

<https://www.onkaparinganow.com/News-listing/milestone-for-muched-love-jetty>



The Port Noarlunga Jetty in 2014

Rival Claims to a Changing Arctic



Image courtesy CIMSEC

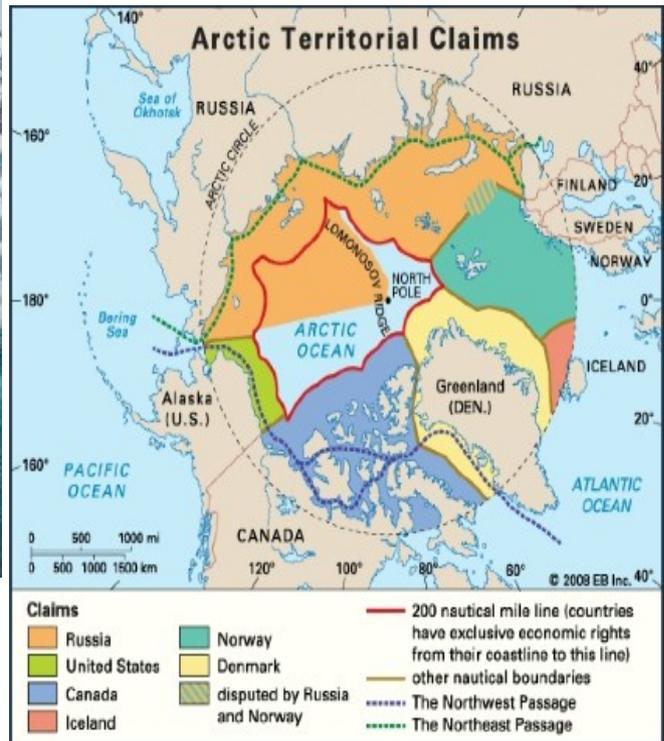
Published Aug 15, 2016 9:36 PM by CIMSEC

By Ian Birdwell

The Northwest Passage was once a mythic trade route that claimed dozens of Europe’s foremost explorers. Today, travelers can traverse the passage once sought by the likes of Cabot, Drake, and Franklin on the world’s first cruise line from New York to Anchorage; the trip lasts only about a month. This shift in accessibility to the Arctic is a direct result of the planet’s warming climate. While increased access to the Arctic offers advantages in terms of commerce and tourism, it has also ushered in a new era of maritime security issues for Arctic nations. Specifically, as the Arctic Ocean warms and northern ice sheets recede, the United States, Russia, Canada, Norway, and Denmark will confront new aspects of maritime security, potentially causing rifts in long-established relationships. As such, it will prove increasingly important to examine the history of these states’ interactions with an eye to the Arctic Ocean’s commercial future.

The Arctic has always been a place of contention for the nations surrounding it. As receding sea ice opens new sea routes, however, a comprehensive understanding of historical territorial disputes in the Arctic and the influence of the UN Convention on the Law of the Seas (UNCLOS) will be necessary. Canada was the first nation to claim vast swaths of territory in the Arctic Ocean in 1925. Not long after the Soviet Union followed suit, laying down their own claim in 1937. Though not yet passable by sea, control of Arctic territories was viewed as beneficial as it provided access to and providence over air routes. While moderately contested, Arctic territorial disputes would only become a marquee issue during the Cold War, when the

region gained strategic significance as an area to base submarine-launched nuclear weapons.



A map of overlapping territorial claims in the Arctic (*Encyclopedia Britannica*)

Arctic nations’ ratification of UNCLOS and the end of the Cold War were catalysts for tension. Notably, the provisions of UNCLOS did not affect Arctic relations until climate change began in earnest because the majority of exclusive economic zones provided within it were practically inaccessible. However, as the ice has melted, the tenants of the Convention have failed to alleviate emerging territorial concerns. Four of the five Arctic Nations have only recently ratified the UN Convention on the Law of the Seas; the United States has still yet to do so.

As the waters warm, the Convention has been used as a tool to entrench territorial claims through UN appeals and report submissions to the Commission on the Limits of the Continental Shelf UN Subcommittee (CLCS). In short, the interested parties are attempting to exploit the convention as a way to extend legitimate Arctic claims beyond the 200 nautical mile mark, as in Norway’s Submission to the Commission on the Limits of the Continental Shelf (CLCS). While Norway’s submission is based on independent negotiations with other Arctic states to extend beyond the 200 nautical mile mark, the most recent Canadian, Russian, and Danish submissions to the CLCS have been partial submissions, allowing states to make arguments for territorial extensions in the Arctic beyond the CLCS time limit of ten years following ratification of UNCLOS, as outlined in article four of Annex II of the Commission of the Limits of the Continental Shelf section of UNCLOS. This, coupled

with the geography of the Arctic Ocean, makes Arctic relations more difficult as it pushes territorial disputes into the realm of global bureaucracy under a convention poorly designed for use at the top of the world.

Every square kilometer of ice that disappears raises the stakes in the Arctic region due to its large untapped commercial potential and as the world's next trade route. Ice previously made oil exploration infeasible. Now, a shrinking ice sheet makes it easier to maintain oil rigs while offering opportunities for expansion. Russia has been pushing the most for this kind of expansion due to their expansive arctic coastline. The Russian Federation stands to gain the most commercially. However, the opportunity to control vast amounts of petroleum resources has the United States, Canada, and Denmark excited for drilling opportunities as well. While the recent drop in oil prices has tempered this excitement somewhat, time will tell if market shifts and changes in government regulation spark an oil rush in the Arctic. This throws not just national oil giants like Gazprom into the Arctic, but potentially any private oil company capable of negotiating the use of ocean territory into the mix, further complicating territorial disputes and international agreements. Thus, it becomes vital for nations on the Arctic Ocean to solidify their territorial claims either in international courts, diplomatic agreements, or through deterring their rivals from contesting their claims with force.

Passage through the Arctic region is likely to become incredibly important as ice levels stabilize and charts improve, yet there are several rising complications for passage that are not environmental. While most routes pass through either Canadian or Russian territorial waters, the entrances to those routes can be militarily contested by Denmark, the United States, and Norway, regardless of which nation's territorial claims include those waters. This in and of itself poses a problem, because some form of stability and control is needed to ensure shipping routes can be used. While it is unlikely for routes to be blockaded or military conflict to arise, the fact passage control could be contested by any of these nations forces them to develop Arctic-capable assets.

As climate change alters the Arctic Ocean, the transformation of the world's highest seas will push the nations surrounding it into an area of unresolved territorial disputes and increasingly higher financial stakes. To provide for more detailed analysis on these nations, the consecutive articles in this series will take an in-depth look at each nation's goals, limitations, and security concerns as the ice sheets recede.

Ian Birdwell holds a Bachelor's Degree in Government and International Politics from George Mason University.

<https://www.maritime-executive.com/article/rival-claims-to-the-changing-arctic>

SeaLink Travel Group unveils a new name to support transformational growth and diversification

Friday 5 November 2021

SeaLink Travel Group shareholders have voted in favour of a name change that better reflects the broadened vision and direction of the well-known Australian publicly listed company.

The Group is now proudly an international business and is more targeted at essential transport links and contracts, with approximately 90% of its \$1.2 billion of revenue contracted or non-discretionary.

Group CEO Clint Feuerherdt said the company has significantly diversified and this is not accurately represented by the 'SeaLink Travel Group' name.

The change of name to Kelsian Group Limited was supported by shareholders at the Annual General Meeting, as the name of the ASX listed parent company for the group.

"Our purpose is to be a world leader in delivering essential journeys through safe and intelligent transport solutions and creating brilliant customer experiences.

"The change of company name to Kelsian Group Limited reflects this vision and responds to the transformational growth and diversification we have experienced over the last few years and will support our continued growth into the future.

The name 'Kelsian' is an anagram of SeaLink, added Mr Feuerherdt.

"We wanted a name that pays respect to our very proud history and origins, but also reflects our vision and direction for the future – the re-ordering of our name showcases that journey," he said.

Mr Feuerherdt confirmed that the new name will not change the local and customer-facing brands in any way.

"Our public transport, ferry, and tourism customers will still see all the brands they know and love, across Australia and the world," he said.

Since humble beginnings in 1989 operating one ferry to Kangaroo Island, SeaLink Travel Group has experienced a remarkable period of growth. The Group has become Australia's largest integrated land and marine transport and tourism provider with established international public bus transport operations, carrying more than 207 million customers a year.

In January 2020, SeaLink Travel Group acquired Transit Systems Group, Australia's largest private operator of public bus networks, with established operations in London and Singapore. The acquisition has seen the Group grow from 1,655 employees in 2019 to around 9,000 employees today.

The transformational acquisition and additional contract awards and renewals worth in excess of \$4 billion saw the Group placed into the ASX200 in September 2021, meaning it is now in the top 200 publicly listed companies in Australia.

“I am proud that we have chosen a name that not only represents our rich past but also our bright future,” he said.

<https://www.sealinktravelgroup.com.au/news-media/2021/sealink-travel-group-unveils-a-new-name-to-support-transformational-growth-and-diversification/>

Some of the Kelsian travel group’s vessels from around Australia



Quokka 1 - with Quokka 2 operates between Fremantle and Rottnest Island.



One of the two old Sealink Bruny Island ferries (MV Mirambeena and MV Moongalba) approaching the jetty at Kettering, Tasmania ready to make another trip to the island.



Parrabah, introduced in April 2021 is the second custom-built ferry for the Bruny Island service after its sister vessel Nairana went into service in February 2020



One of SeaLink's newer vessels Coolgaree Cat operates out of Townsville. - photo Sealink North Queensland.



The Murray Princess which cruises from Mannum.