



# The Traverse Board

Newsletter of the Friends Of The Paul McGuire Maritime Library Inc

**September 2025**

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

## President's Report September 2025

Greetings to you all, and there is a change in the weather, hooray. I do hope you are all in good health, and ready for our second attempt at a trip aboard the Oscar W at Goolwa. We number twelve at present, and there might be room for a couple more if you're quick.

Welcome home to Neil, after his latest to Canada, check his super photos in this edition, fantastic!

Our last two gatherings were thus: In June we met for lunch at RSAYS due to the nasty weather prevailing then, a pleasant time with sixteen present.

Then in July we visited once again the City of Adelaide, in her permanent berth at No2 Dock, Port Adelaide. Much work has been done by volunteers in mainly fitting the first class accommodation, and they are doing a wonderful job altogether, It is always good to have a look around this historic old vessel, a tribute to all the folk who succeeded in bringing her here from Scotland.

Get ready for Sunday, 21st September, for another crack at our trip on the Oscar W, following lunch at the Corio Hotel about 12.00. I hope to see you there. It is wonderful to see Genevieve McGuire and Mark Fleming, who drive all the way from Cowra, NSW, for our meetings, thank you for the great effort.

Time to get this away to Neil, so all the best to you all.

Regards, Julian.



*Sunday 21st September 2025*

*Join us for a short cruise on the Oscar W following lunch at the Corio Hotel, Goolwa.*

*Lunch 12:30 pm*

*Voyage: 2:30pm*

*This will coincide with the Goolwa Markets near the railway station in the morning.*

*There is also a Cockle Train to Victor Harbour leaving at 10:00 am returning at 11:30 am.*

*Please book with Neil (0418821331) or Julian (0414365294) by 18<sup>th</sup> September*

This issue contains a number of images from my recent visit to Northern Ontario,



*First a lighthouse: In 1878 Strawberry Island lighthouse was identified as important for navigation of the North Channel of Lake Huron towards Little Current on Manitoulin Island. It was built shortly afterwards.*

*This neat little structure includes the Lightkeepers house and a nearby workshop.*

*The Traverse Board*

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## Sault Ste. Marie, Ontario

Sault Ste. Marie, old French for St Mary's Falls, is situated at the eastern end of Lake Superior where the lake meets the St Mary's River at those rapids.

The Canadian city has a twin on the USA side of the waterway, the border running though the middle of the falls.

There are locks in both countries, the US ones handling the commercial shipping, and the smaller Candian lock and St Mary's Canal mostly recreational and pleasure craft.

The US authorities, the US Army Engineers,are constructing a new lock on their side, a project that will span several more years and consume several billion dollars.



Sault Ste Marie Canal looking upstream towards Lake Superior from the Canadian lock.

There is a 6.4 metre difference between the level of Lake Huron, behind us, and Lake Superior.



The bridge is the International Road Bridge between Sault Ste Marie Ontario and Sault Ste Marie Michigan, and the two structures to the right of the canal nearer the bridge are the orange boom gate which swings out over the canal and drops booms to restrict water flow in times of high flow and behind it the railway swing bridge.

This area, the Sault Ste. Marie Canal National Historic site, is maintained by Parks Canada and is an attractive park area which includes some of the original buildings.

Left is the Superintendents Residence built for an early administrator of the canal and now offering morning and afternoon teas.



*The Blair McKeil, a general freighter loading coiled steel from the Algoma Steel Company's wharf for conveying to ports further down the St Lawrence Seaway. It will first travel through the US locks, then wend its way down the St Mary's River to Lake Huron.*



*The John C Munson approaching the lock. This vessel, at 1000ft long, is at about the limit of the locks.*



*The Miss Marie conducts tours from the Canadian side.*



*It is being joined by Le Voyageur, the tour boat from the USA side here entering the Canadian lock.*

## Big Chute Marine Railway

The Trent Severn waterway is a 386km series of lakes, rivers and canals linking lakes Ontario and Huron (Georgian Bay) in South East Ontario.

There are 45 lock stations, mostly single chambered, with a couple of flights of 2 chambers, 2 lift locks and a Marine Railway at lock 44, Big Chute.

The carriage lifts vessels of up to 30.5m by 7.3m 17.7 metres from the Georgian Bay side to the upper lake. It is arranged so the platform is level during the lift.

It is the only such railway in North America.

Boats are held in slings as they are carried from one lake to the other.



## Alligator Tug

**Alligator tugs** were a type of amphibious vehicle used in the forestry industry throughout Ontario, Quebec, the Maritime provinces of Canada and the northern United States from the mid-19th century to the beginning of the 20th century. These tugs were so named because of their ability to travel between lakes by pulling themselves with a winch across land. Alligators served as a "warping tug". They towed log booms across lakes and then portaged themselves using a winch to the next body of water. The rugged, steam-powered tugs were one of the pioneers in the mechanization of the forest industry in North America.

They were propelled by steam driven side paddle wheels or diesel or steam driven screws.

The only currently operating alligator tug of the over 230 built is the *W.D. Stalker* located in Simcoe, Ontario. A static alligator, *William M.* is preserved at the logging museum in Algonquin Park. Another, named *Fairy Blonde* is preserved at the Wakami Lake Provincial Park near Chapleau, Ontario. An Alligator tugboat called the *Missinaibi* is on display in the Canadian Museum of Civilization. Surviving remains of an alligator tug have been the subject of a contested restoration effort in Northern Ontario between the Connaught and District Historical Society and another interest group. (from Wikipedia)

The vessel at Connaught has been restored and sits beside the museum.



The Connaught Alligator Tug: left as it was in 2023 and right as it is now in 2025.

## Lost Submarine Found

**It vanished in 1942 during a secret mission—now, after 81 years, HMS Triumph has finally been found.**

The British submarine Triumph disappeared in the icy depths of the Aegean Sea during WWII, lost without a trace. It had completed 20 daring combat patrols, sunk enemy ships—including the Italian submarine Salpa—and taken part in secret operations off occupied Greece.

Then... silence.

No survivors. No distress call. Just a steel ghost swallowed by war.

For over 80 years, its fate was unknown.

Until now.

After a 24-year-long search, Greek diver and marine researcher Kostas Thoctarides located the wreck off the coast of Greece—resting silently on the seafloor, deep and intact. Time and the cold had preserved the Triumph like a sunken time capsule.

For decades, it was one of WWII's most enduring maritime mysteries. Now, its story has resurfaced.

And with it, the memory of the 64 crew members who never came home.

They didn't just vanish.

They became part of history's deep, quiet truth.

<https://www.facebook.com/share/p/1BEKBEBUdr/>



## Restored paddle steamer set for River Murray return

<https://www.seniorcard.sa.gov.au/weekendplus/regional/restored-paddle-steamer-set-for-river-murray-return>

A 118-year-old paddle steamer transformed by dozens of dedicated volunteers, is expected to be running cruises along the River Murray by December.

Thousands of donated hours have been spent over the past 15 years restoring the PS Canally, once the fastest steamboat on the river, back to its former glory.

Mid Murray Council and the community volunteers involved in the project, anticipate cruises on the historic boat will become a tourism drawcard for the district and neighbouring river towns.

Mid Murray Maritime and Heritage Board chairman, and Mid Murray councillor, Kevin Myers is the brainchild behind the community project.

“We have volunteers who are carpenters, welders, and a lot of people who have retired from various trades,” he said.

“Everyone has a little niche.

“They have performed ongoing work the whole time and this will continue.

“One volunteer is a retired electrician, and he is doing all the electrical work.”

The restored PS Canally features a galley, bathroom, and an old-fashioned woodstove will be installed.



*The PS Canally at Maize Island near Waikerie during its journey in February to the boat slip at Berri to be surveyed. PHOTO: Paul White*

Inmates from Cadell Training Centre have also been contributing to her transformation by painting the rooms and walls.

As well as the contributions by volunteers, the project so far has cost \$1.5m including \$446,000 received from the Federal Government's Murray-Darling Basin Economic Development Program in 2021.

After spending two years in Mannum undergoing a major part of its transformation, the PS Canally finally returned to Morgan in February.

Fans of the paddle steamer and the hard-working volunteers followed her two-and-a-half-day journey home via Walker Flat, Swan Reach, and Blanchetown on social media.

She was greeted at Morgan by about 50 people, many from other River Murray towns.

Later that month, the PS Canally steamed to the boat slip at Berri and was assessed by a surveyor from Maritime Survey Australia who is also generously donating his time.

"If we were a private commercial operation, we would be paying him a lot of money to do this job," Mr Myers said.

"But because it is a heritage vessel, he does this for free," he said.

"He also surveys the PS Industry at Renmark, and he doesn't charge, he must just have a love for these historic boats."

The surveyor will give the final safety approval for the PS Canally to take paying passengers on cruises, hopefully by the end of the year.

As part of the process, the surveyor also conducted a test in April to determine how many people the boat could safely carry on cruises by placing four 1000L drums, each weighing one tonne on board.

A brand-new merbau wooden deck was constructed for the boat by a Goolwa-based shipwright who was contracted to do this work at Mannum.

Myers said renovating the PS Canally was no different to working on a house.

He said handrails were also installed as part of the safety requirements the boat needed to meet to carry passengers.

A fire alarm system, emergency lighting, and plumbing system suitable to handle grey water, black water, and freshwater have also been put in.

Myers said the 2022/2023 River Murray flood and the Covid-19 pandemic caused some delays to the project.

He said due to the high river levels during this period and the fact that the boat was moored behind a levee bank at Mannum, volunteers were unable to work on the project for several months.

"The only way people could access the boat was to put a tinny in the river to check on it," he said.

The Mid Murray Maritime and Heritage Board and Mid Murray Council are also hoping to collaborate with the neighbouring District Council of Loxton Waikerie to run cruises from the Waikerie riverfront in the future.

The PS Canally will use a mooring site formerly used by the now Loxton based Murray River Queen paddleboat, when Waikerie was its home.

"It is in a bit of disrepair after the flood, but the District Council of Loxton Waikerie is more than willing for the PS Canally to moor there when it visits Waikerie, Mr Myers said.



*The PS Canally at Morgan on 26<sup>th</sup> August 2020.*

"It may also involve Cadell Training Centre prisoners to tidy up the mooring site and help fix it," he said.

“At one stage there were plans to remove it, but we have shown interest in it and explained that it is still a safe and stable mooring facility.”

Myers said the boat is expected to be officially recommissioned next year during the Morgan Living River Festival planned for June.

Words: Christine Webster

### Some more photos from Ontario.



Little Current, Manitoulin Island, Waterfront.



3 little tugs approaching the Little Current Swing Bridge



The Little Current Swing Bridge. Originally a railway bridge it has long since been a road only bridge. The road is one-way controlled by traffic lights at either end. The bridge will open up to 15 minutes on the hour each hour to allow for water traffic.



The waterfront at Killarney on the mainland north of the North Channel and a couple of hours by boat from Little Current.

The fishing vessel *Playfair II* is at the wharf, and behind it the red fronted building on the left is a restaurant, Herbert Fisheries, serving particularly good fish and chips.

Further along is the LCBO shop, the Liquor Control Board of Ontario, until recently the only outlet for liquor, wine and spirits, in Ontario.

A couple of photos from Parry Sound on the eastern shore of Georgian Bay: the top photo is of the Canadian Coast Guard Parry Sound Base which is responsible for maintenance of Coast Guard vessels on the Great Lakes, and the bottom is of the inner harbour at Parry Sound which is an active water aerodrome as well as having a number of boat repair businesses and, at the left, a restaurant.

The Canadian Pacific Railway Trestle Bridge which carries all north bound rail traffic dominates the scene. Southbound rail traffic uses the nearby Canadian National Railway line.

