

The Traverse Board

Newsletter of the Friends Of The Paul McGuire Maritime Library Inc

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

September 2024

News From The Friends

PRESIDENT'S REPORT – September 2024

Greetings to all of you, on what is now a bright Spring morning now that a very thick fog has cleared away - couldn't even see the container cranes a couple of hours ago!

A few weeks ago I was delighted have a phone call from one Genevieve McGuire in Sydney, a niece of Paul McGuire.



A great surprise, indeed, and we had long chat followed by a few emails including a few old photos, two of which are included in this issue. I have also been in touch with Valmai Hankel after a too-long gap, always good to talk with her, and she is still interested in the doings of the Friends, but curses the Parkinson's which hampers her activities these days.

I think we all enjoyed the underwater explorations around some Kangaroo Island shipwrecks filmed by Gifford Chapman, mostly with pretty good visibility. Combined with diving for abalone, Gifford must have spent a lot of hours under the sea around the Island.

For our next meeting we look forward to a real live speaker, Anthea Taylor of the Pioneers Association, who tell us of the South Australia Company's schooner, John Pirie, bringing new settlers, equipment and livestock from the Old Country to Adelaide, promises to be very interesting, so please come along to the British Hotel. That will take place on Tuesday, September 24, around 6pm.

Mark Sinclair is in town for a while, and last Saturday he and Campbell Mackie received the Yacht Squadron's Youth Trophy, for their part in the recent Ocean Globe round the world yacht race. They shared the award, as they had both skippered a yacht in that race, and Campbell and a crew member gave an excellent presentation of their race aboard Outlaw, Cowes to Cowes with three stops along the way.

Time to close this now, so I hope to see lots of you on the 24th!

All the best, Julian.

September 2024 Meeting

Our September meeting will be, once again, at the British Hotel, Port Adelaide and will feature Pioneers Association Member Anthea Taylor who will tell us of the journey of the South Australia Company's little schooner, *John Pirie*, loaded with workers and their families as well as animals and supplies bound for the new colony of South Australia.

Date: Tuesday 24th September 2024

Time: 6:00pm (dinner) 8:00 (talk)

Place: British Hotel, Port Adelaide

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

A previous issue had a theme of ships running into bridges; this issue continues that theme with news of damage, hopefully superficial, to the Fremantle based STS *Leeuwin II* just after 6:00am on Friday 30th August when in was hit by the *Maersk Shekou* as that vessel was entering the harbour and was caught in a squall. The wharf and the roof of the Western Australian Maritime Museum were also damaged,

Neither did the *Maersk Shekou* come off unscathed with a hole punched in its side.

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A container ship has dismantled a famous tall ship and injured two crew while attempting to berth in Fremantle port.

By Garrett Mundy, Ruby Littler, David Weber

<https://www.abc.net.au/news/2024-08-30/several-injured-in-leeuwin-accident-fremantle-port/104289764>



In short:

The iconic sailing ship *Leeuwin* has been hit by a container vessel at Fremantle Port, sustaining extensive damage.

Two men who were working on board the *Leeuwin* have been injured in the crash.

What's next?

An investigation has been launched into the crash, which also damaged other infrastructure at the port. Two men have been injured and Australia's largest sail-training ship has been damaged in a collision at a Perth port. A large container ship, the *Maersk Shekou*, was pushed into the *STS Leeuwin* after being struck by a sudden squall as it entered Fremantle Port after 6am on Friday.

Two night watch crew members on board the *Leeuwin* suffered injuries and were taken to hospital.

Fremantle Ports said the collision damaged the sailing boat's masts and superstructure, but the hull appeared to not have sustained major damage.

The bow of the 332-metre *Shekou* struck the *Leeuwin* first, with the stern of the vessel then hitting A Berth and the roof of the Maritime Museum.

The collision damaged the hull of the *Shekou*, which was being accompanied into port by four tug boats.

Footage captured in 10 minute intervals on a Fremantle Port webcam shows the *Leeuwin* intact at 6am on Friday, then damaged with its mast down at 6:10am as a large container ship moves past.

Based in Fremantle, the STS *Leeuwin* is a tall ship owned and operated by youth development charity Leeuwin Ocean Adventure Foundation.

The 55-metre long, three-masted 1850s-style ship is used in sailing training for young people across Western Australia.

Workers sustain significant injuries

Leeuwin Ocean Adventure Foundation chair Jay Weatherill, the former SA premier, said it was lucky no one had died.

He said while the workers' injuries were not life threatening, they were significant.

"It raises in my mind the very real risk that there could've been loss of life," Mr Weatherill said.

"They were on board the vessel, which is standard practice when the vessel is in berth.

"Obviously they heard the damage as the ship collided with the *Leeuwin*, they came aboard from below deck ... their injuries were sustained in seeking to get off the vessel.

Mr Weatherill said the *Leeuwin* won't be sailing "any time soon".

"You can see that there's obviously been catastrophic damage to the mast and the rigging," he said.

"We are determined though to make sure that we do restore this vessel. This is a much-loved Australian icon."



A container ship has struck the STS Leeuwin at Fremantle Port, causing serious damage. (Supplied: Roel Loopers)

'A rare occurrence'

Fremantle Ports chief executive Jodie Ransom said an investigation was underway into how the incident occurred.

"At the moment, we're not clear on what has happened," she said.

"There will be outside investigators come and join us, and we'll come up with full details of what's happened within the port.

"We've been mainly dealing with the incident and the safety of the port and the safety of the personnel involved, so ... details will follow with a full investigation."

Ms Ransom had no further update on the condition of the two people injured.

"This is a rare occurrence for the port, and we have very strict operating parameters that we're constantly revising to make sure that the port operates effectively and safely."

Ms Ransom said she's only had a visual assessment of the damage to the STS *Leeuwin*, confirming its mast and deck structures have been impacted.

"The *Leeuwin's* a foundation piece within the port and seeing the damage occur and the incident occur is stressful for all of us."

It's expected standard operations would resume at Fremantle Port this afternoon.

Staff were doing precautionary work within the harbour to ensure there's no debris left from the incident.

The Australian Maritime Safety Authority, the Australian Transport Safety Bureau and Fremantle Ports are investigating the incident.



The ship following the collision of its stern and the wharf. The hole punched in the side and the scrape down the side plainly visible.

It wasn't supposed to do that ...

Facebook – The Marine Buff 27th August 2024

The MV *Mighty Servant 3*, a semi-submersible heavy lift vessel, sank on December 6, 2006, off the coast of Angola near the port of Luanda. The incident occurred after the ship successfully offloaded its cargo, the semi-submersible drilling platform *Aleutian Key*. As part of the unloading process, the vessel had taken on water to submerge its deck, which is a standard procedure to allow the cargo to float free. However, the ship developed a list and continued to submerge beyond its design limits, eventually sinking in approximately 200 feet of water.

All crew members, numbering 23, were safely rescued before the vessel sank, and no injuries were reported. The cause of the sinking was later attributed to water ingress in the number 7 center tank through a broken bottom valve.

The salvage operation was conducted by Dutch salvage company SMIT International. They used a 1,200-ton sheerleg crane, Taklift 7, in combination with pumping pressurized air into the closed compartments of *Mighty Servant 3*. The vessel was successfully refloated and transported to Grand Bahama Shipyard for repairs. After an extensive rebuild, the ship was returned to service in 2009.





From 1917 to 1920 James McGuire (centre), Paul McGuire's father, was Chairman of the Australasian Railways Commissioners' Conference pictured here. He was appointed colonel in the Australian Staff Corps in 1917, a rank he held until his death, being largely responsible for developing national military transportation.

The End of an Era ...

Keith Conlon Facebook 1st February 2022

The end of an era came 92 years ago for the Semaphore time ball tower – on the 1 February 1932 the ball dropped at precisely 1 pm for the last time, allowing mariners to set their chronometers.

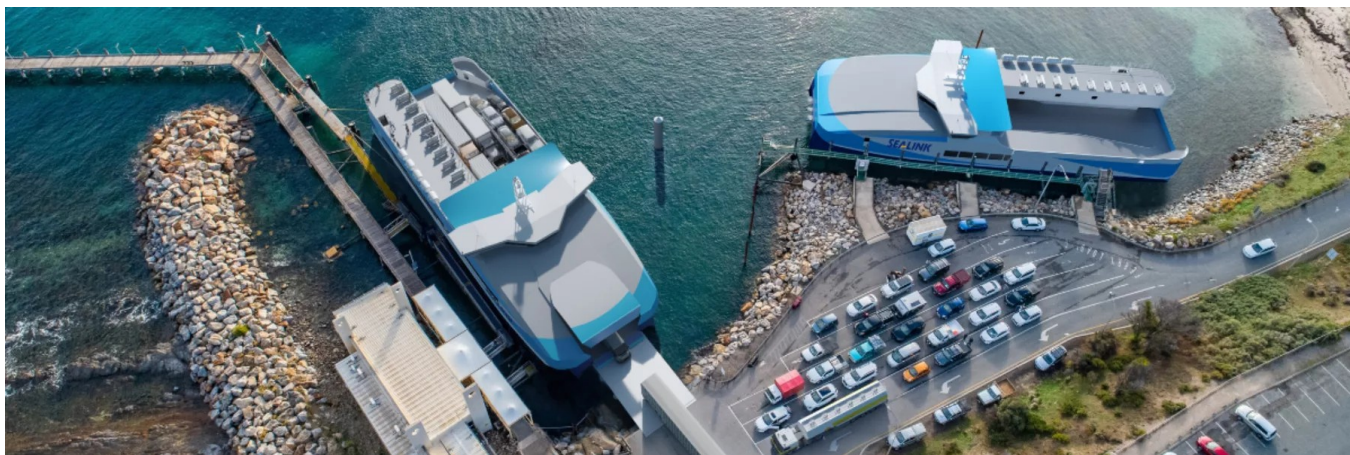
Another important innovation by Charles Todd of Overland Telegraph fame, it is a State Heritage Place.

These days with GPS satellites orbiting the earth, the problem of determining a vessels position has largely disappeared.



New ferry names revealed!

Tuesday 16 July 2024 <https://www.sealink.com.au/kangaroo-island/news/new-ferry-names-revealed/>



We are thrilled to announce the names of the two new ferries for the Kangaroo Island Ferry Service!

Last year, Sealink invited the community to help them name these ferries. They received over 1,500 submissions. Seeking formal approval from the Ngarrindjeri Aboriginal Council (NAC), whose cultural heritage is deeply connected to Cape Jervis and Kangaroo Island, was a vital step.

Throughout the naming process they have worked closely with NAC and other stakeholders to acknowledge and celebrate the connection of the Ngarrindjeri people to the lands and waters in which our ferries operate.

The new ferries will be named *Ruwi* and *Wanggami*.

This is an exciting milestone as Sealink heads towards the commencement of the new Kangaroo Island Ferry Service in 2025!

HIKITIA - <https://hikitia.nz/>

Wellington's historic heavy lift floating crane

Hikitia is an important part of Wellington's rich maritime history.

Befitting such status, she resides in a pride-of-place location on Wellington's waterfront at the Taranaki Street Wharf, near Te Papa.

Launched in Glasgow, Scotland in 1926 she arrived in Wellington, to great fanfare, on 21 December 1926.

The ship remains almost unchanged from the day she was launched and is now unique in the world as the last working example of its kind – a steam powered heavy lift floating crane.

Hikitia was a workhorse from 1926 to 1990 in Wellington's Port Nicolson, belonging to the Wellington Harbour Board, predecessor to the present CentrePort.

Wellington's history is inextricably linked to the sea and the port and Hikitia is a rare and outstanding example of that history that is still very much alive. The machinery functions impeccably – albeit she is not currently self-propelled – and she still works as a floating crane, and for numerous other things such as an event venue and floating museum.



Ownership of the vessel was transferred to the Maritime Heritage Trust of Wellington on 16 March 2006. The Trust's objectives are to promote maritime heritage in the Wellington region.

Major refurbishments were carried out on Hikitia during docking at Lyttelton in 2009 including major hull repair and reconditioning of all below water valves and propeller shafts. The hull, crane and deck were painted.

The Trust's objectives remain to restore the ability to be self-propelled and return to lifting its design weight of 80tonne. This demonstrates the purpose for which it was built and continues the ship's service to Wellington in maintaining port infrastructure and assisting with civil defence.

The Museum of Wellington, on the waterfront, contains much of interest.

An event that took place on the city's doorstep, the wrecking of the Wahine, features prominently.

The sinking of the Lyttelton–Wellington ferry Wahine on 10 April 1968 was New Zealand's worst modern maritime disaster. Fifty-one people lost their lives that day, another died several weeks later, and a 53rd victim died in 1990 from injuries sustained during the sinking. The Wahine's demise also marked a coming of age for television news broadcasting in New Zealand, as images of the disaster were beamed into the nation's living rooms. The footage was later screened around the world as the international media focused on Wellington.



Would-be rescuers stood helplessly on the beach at Seatoun as the Wahine succumbed to one of the worst storms recorded in New Zealand history. It seemed impossible that so many lives could be lost so close to shore.

Although the main cause of the accident was the atrocious weather, a subsequent court of inquiry found that errors of judgement had been made both on board the ferry and on shore. Shipwrecks had been common in the 19th century, but this was the 1960s – how could a large, modern vessel founder within sight of New Zealand's capital city?

<https://nzhistory.govt.nz/culture/wahine-disaster>



In case you were wondering ...



A young Paul McGuire (Genevieve McGuire Collection)