

THE SEVEN SEAS CLUB of AUSTRALIA

"TO PROMOTE AND FOSTER THE COMRADESHIP OF THE SEA"

Founded 1968

Incorporated 1996

An elected COM shall run the Club in accordance with the Articles of Incorporation & Standing Orders

NEWSLETTER No. 94 Winter 2023

Greetings Members-

The last couple of weeks have been eventful for those in the local sailing fraternity, with the rescue of a young sailor from the Great Australian Bight, who was attempting a circumnavigation in a 21' sailboat. Then the famous Helsal 2, sinking and aground near the shore at Grange and a Sydney sailor found after drifting for two months at sea in the South Pacific. A local sailor, John Willoughby started out for a medical charity trip to Tuvalu on his recently purchased 62' Catamaran, the "Pacific Hawk". When nearing New Caledonia, an onboard engine fire forced his boat to return to Queensland. As I write this, I sincerely hope all on board, including my friend Stuart, are safe and well.

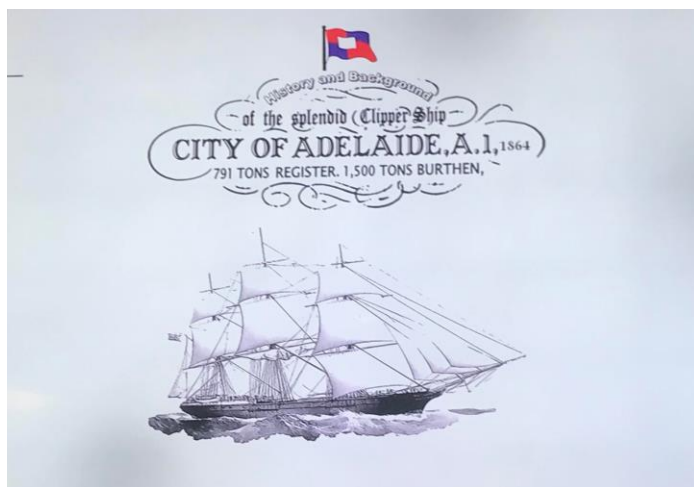
As shown in the articles about recent meetings, we have enjoyed the illuminating presentations from our guest speakers and the fellowship of members.

Thank you to those who have sent in contributions for this edition of the Newsletter; in particular:

Ian Small, for the President's Report; Captain Peter Thomas for his monthly historical notes; Trevor Powell, who once again has shared his wonderful random photos of ships at Port Adelaide as well as those photos taken at recent meetings. Thanks to Ken Messenger for photos of Partner's Night and Peter Allen AM, who has sent in a Report from the Baxter and Grimshaw Foundation, featuring the story of one of the sponsored participants on the recent "One and All" voyage to Melbourne. Also, thanks to Capt. Bob Smedley for sending the bio of our latest Member Paul Trangmar, and to John Braendler for his story about the Titanic.

Thank you once again for the contributions from our members and please keep the articles flowing in.

Fair Winds,
Terry Beaston



The Clipper Ship "City of Adelaide" was the subject of our May meeting of the Seven Seas Club of Australia

PRESIDENT'S REPORT **Ian Small - July 2023**

Greetings Members,

It was with great pleasure that I presented our first female member, Catherine Linley with her Membership Certificate to the Seven Seas Club of Australia. This was presented at our Partners (replacing Ladies Night) Dinner Meeting in June at the Naval & Military Club. Catherine was also the Guest Speaker that night and gave a very well received and entertaining talk on her nautical life from an early age and her subsequent naval career. It was especially great to have her extended family at my table and I hope we may see many former members, such as her husband Martin and father Josh, join us again at future dinners.

We hope Catherine's Membership will also encourage other women to join, with several prominent women being invited to consider membership.

The COM has formed a Sub-Committee, which has held its First Meeting in June, to "Progress the Seven Seas, including Increasing Membership". This Committee follows on with the hard work done by the previous Focus Group in 2020 and 2021. The new Committee consists of myself as Chair, Cpt. Bob Smedley as Secretary and Tim Readman, Keith Bleechmore, Ken Messenger, Kel Watson and John Braendler. Judy Frauenfelder kindly took the minutes.

This meeting was very productive with suggestions for membership outside South Australia, articles for nautical publications, discount membership for members outside Adelaide, media releases, marketing and business plans, corporate membership, social media, display banners and encouraging guests to dinners.

Consideration was also given to holding a special dinner in honour of Sir James Hardy. As of most of you are now aware, we were asked at short notice, to vacate the Public Schools Club in June for its conversion to an Italian Restaurant. This will take several months, but may give us an opportunity, when finished, to renegotiate the use of the Public School Club again. In the meantime, we will continue to trial several venues for our monthly dinner meetings.

The Naval and Military Club was an excellent venue with food and service to a high standard, but very expensive. Therefore, the next meeting will be back at the Maid and Magpie Hotel. Your thoughts on the various venues are appreciated.

I thank Cpt. Bob Smedley for taking our Art Works and many other items stored at the PSC and storing them temporarily at his home. Also, Scott Rickard for collecting all our Library and storing at his home. Tim Readman has taken the Slops Chest. All merchandising items from the Slops Chest are now appearing on the SSC Web Site. Members can now order on-line, or direct from Tim, for delivery at the next dinner meeting.

I have written to the South Australian Governor, Her Excellency, the Honourable Frances Adamson AC, requesting again that she consider taking up the position of Patron of the Seven Seas Club. Her secretary has requested more information on our revised Club Rules and progress with female membership. We await a response.

As always, we are looking for interesting and entertaining speakers for our dinner meetings, including Partners Nights and welcome suggestions to myself or Hon. Sec. Cpt. Bob.

It is seen as essential for the progression of the Club that we put on prominent, knowledgeable speakers on topical maritime and nautical subjects to attract new members.

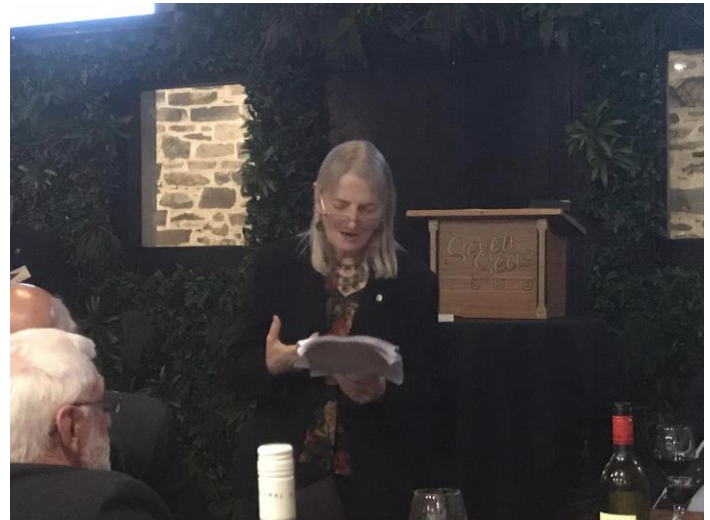
Ian Small, President

Recent Seven Seas Club Meetings:

April Meeting 2023

'Flinders Night' at the Seven Seas Club.

We met at a different venue for our April meeting, the Astor Hotel where we enjoyed a very enlightening presentation by Dr. Gillian Dooley on Matthew Flinders as a writer and author.



Dr Gillian Dooley



SSC April Meeting at the Astor Hotel

May Meeting-2023

The Seven Seas Club Dinner meeting for May was held at the 'Maid and Magpie Hotel'.

After dinner, Peter Christopher, a director of CSCOA treated us to an excellent presentation on the Clipper Ship 'City of Adelaide' and plans to lift her off the barge Bradley and place her on the hard at Dock 2, Port Adelaide. Peter's talk included a video of the enormous engineering undertaking to bring the ship to Adelaide and the exciting plans for the future of the new precinct to house her.



Peter Christopher was guest speaker at the May Meeting



The May meeting was at the Maid and Magpie Hotel

June Meeting 2023 Partner's Night

This was a Special Night at a Special Venue.

Our speaker for the evening was Catherine Linley and at the end of the evening Catherine was welcomed to our Club as our first female member.

Catherine has spent over 30 years in the Maritime Industry. A childhood spent on the water included five years living on a small wooden boat and sailing around the world with her family. Catherine then had the opportunity to join the Merchant Navy. Progressing through the ranks, she eventually obtained her Master Class 1 Certificate, allowing her to command any size ship.

In Australia Catherine joined AMSA (the Australian Maritime Safety Authority), as a marine surveyor. This led to a position in the Australian delegation to the IMO, (the International Maritime Organisation), the United Nations specialised agency with responsibility for the safety and security of shipping and the prevention of marine and atmospheric pollution by ships. A stint in London followed, to head up a sub-committee at IMO headquarters.

A move back to Adelaide and Catherine and AMSA have

consolidated her skills as a Marine Surveyor, Examiner of 'Masters' and Mates', Maritime Casualty Officer, and auditor. Catherine is currently working in AMSA's transformational change division and is still involved with recreational sailing.

Catherine spoke to us about what it means to be a woman in the Maritime Industry today, how things have changed since she started and what she hopes to see in the future.



New SSC member Catherine Linley



Members enjoyed the excellent food, conversation and atmosphere at the Naval and Military Club



On this month

Compiled By Capt. Peter Thomas
Historical notes for the month of June 2023



Partners Night June 2023



At the Naval and Military Club of SA



June 3rd, 1789

Lt William Bligh sailing HMS Bounty's launch through Torres Strait, experienced difficulty in naming the countless islands he discovered and on the 3rd June. Named one of them Wednesday. He also named Thursday, Friday, and Sunday islands.

June 6th, 1940

The evacuation of Dunkirk completed. 335,000 saved. June 6 1944 D-Day, the largest amphibious landing in history, began in the early- morning hours as Allied forces landed in Normandy on the northern coast of France. Operation Overlord took months of planning and involved 1,527,000 soldiers in 47 Allied divisions along with 4,400 ships and landing craft, and 11,000 aircraft.

June 7th, 1914

The Panama Canal is opened.

June 9th, 1898

The British signed a 99-year lease for Hong Kong.

June 9th, 1803

HMS Investigator with Lt Matthew Flinders in command, arrived in Sydney after completing the first circumnavigation of Australia. On board was an aboriginal man named Bungaree, who became the first of his race to sail around Australia.

June 11th, 1770

Captain James Cook discovers Australia.

June 15th, 1936

Adolph Hitler announces the construction of the Volkswagen Beetle.

June 17th, 1579

Francis Drake in The Golden Hind drops anchor off the south-west coast of America and proclaims England's sovereignty over Nova Albion (California).

June 18th, 1815

On the fields near Waterloo in central Belgium, 72,000 French troops, led by Napoleon, suffered a crushing military defeat from a combined allied army of 113,000 British, Dutch, Belgian, and Prussian troops.

June 20th, 1840

Samuel Morse patents the telegraph.

June 28th, 1914

Archduke Francis Ferdinand, Crown Prince of Austria and his wife were assassinated at Sarajevo, touching off a conflict between the Austro-Hungarian government and Serbia that escalated into World War I.



Thanks to Trevor Powell for these impressive photographs of ships seen at Port Adelaide recently:



Japanese Reefer MV Kenta Maru makes a real retro sight as she arrives at Port Adelaide - You don't see many like this these days! She was here to re-supply before proceeding to Port Lincoln for the Tuna harvest.



Vehicle Ro-Ro MV Sirius Highway alongside at Outer Harbor - 5 June 2023



Box ship MV APL Detroit arriving at the Outer Harbor, Port Adelaide – 5 Feb 2023.



Vehicle Ro-Ro MV Elegant Ace arriving at the Outer Harbor, Port Adelaide just on sunrise – 9 June 2023



Vehicle Ro-Ro MV Euphates Highway approaching the Outer Harbor Port Adelaide - 17 June 2023



Bulk carrier MV ICS Silver Spirit passing Osborne she leaves Port Adelaide – 31 May 2023



Maritime Construction's tugs Sea Pelican and Chapman with the Crane Barge Rock Sea passing Osborne, Port Adelaide – 20 June 2023



www.baxtergrimshaw.org.au

Building self-confidence and empowering disadvantaged youth through maritime training and experience.

Baxter & Grimshaw Foundation supporting challenged youth at sea — again.

The Foundation was a financial sponsor of Rotary's Youth Sailing Challenge, 2023. The program was a new initiative for Rotary and arranged for 24 youths to sail from Adelaide to Melbourne on the One & All and another 24 youths on the return voyage. The voyage was planned around the Rotary World Convention held in Melbourne and attended by some 14,000 people.

Our funding included supporting Candice Sargood from Ocean View College, and Reece Szolonki from Le Fevre High School. Arrangements are being made for them to address a SSC Dinner describing their experiences on the voyage. The voyages aligned well with the Foundation's vision to build self-confidence and empower disadvantaged youth through maritime training and experience.



The "One and All" leaving Port Adelaide for Melbourne, Thanks to Capt. Peter Thomas for the photo that he took while following her in the Port River on "Dollface"

A youth's account of the voyage:

"My voyage on the One & All was packed with fulfilling moments. When I stepped onto the ship in Adelaide, I was entirely unprepared and open-minded, not knowing what to expect. The girl who departed the One & All in

Melbourne felt different, with another level of understanding the overcoming of challenges, growth and achievement. From gazing out at the open blue sea for hours and calling to my new friends that I had spotted dolphins or a whale, to lying on deck to admire the bright and sparkling stars, I felt peace and enlightenment I have never experienced by temporarily disconnecting from the business of life. Unexpectedly, pushing myself to pitch in cleaning while feeling seasick, straining to haul ropes after climbing to the top of the mast and pulling myself out of bed at 4am for watch were incredibly rewarding. Those moments and experiences were what truly led me to break the glass ceiling of what I am capable of.

Life on a ship entailed cleaning the galley, deck and accommodation, learning how to alter the sails and steer the ship, tying knots, but most importantly, working as a team. Through a variety of activities that ranged from anchor watch to competitions, we all had to rely on and trust each other. When we, as trainees, finally began to connect and enjoy ourselves, I was able to appreciate the unlikely situation I was in and incredibly, how happy I was out at sea.

I highly recommend this experience for any one of eligible age — a diverse range of students participated, and we were able to thrive by the end of the voyage. I am incredibly grateful to Rotary for allowing me to participate in this program and hope to return to the One & All as a volunteer, giving back to the program."

The sponsorship reflects the strong relationship that the Foundation has with Rotary's Youth Sailing Challenge and the training accredited, One & All.

The Foundation congratulates David Binks, Chair, RYSC, and his colleagues for their initiative and planning of the successful voyages centered on the Rotary World Convention, with the support of Annie Roberts, CEO, One & All and the vessel's crew, mainly volunteers.



The Foundation's flag flew proudly and high in the rigging of the One & All during the voyages.

New Member-Paul Trangmar

Note from the Secretary, Captain Bob Smedley:

"This is the brief CV of our latest Seven Seas Club of Australia member, Paul Trangmar and will indicate why the COM members had no hesitation in accepting his application for membership. Paul is also a member of the Seven Seas Club of London and lives in Brisbane. Despite this, Paul has indicated that he hopes to attend at least one of our dinner meetings each year.

He has suggested that he may be able to attend our August dinner meeting where we will induct him as a member. Please come along and make him welcome to our Club".

Paul Trangmar Initially trained as cadet then midshipman RAN 1971-74, transferring to MN as assistant purser in the passenger-cargo mail ships of UK's Union-Castle Line, until their operations ceased 1977. Subsequent customer service roles with two major UK airlines and five years as a supply officer with Royal Fleet Auxiliary (naval support ships).

Served in Cunard Line's Queen Elizabeth 2 as personnel officer 1990 during the line's 150th anniversary, when a Cunard Fleet Review took place at Spithead UK and the vessel visited by HM Queen Elizabeth II and HRH Prince Philip, Duke of Edinburgh. Later served ashore with Cunard Australia, first as product and sales administrator then accounts supervisor. Further sea service as F&B manager, Guest Services manager, and Purser in small boutique cruise ships of Hebridean Island Cruises - Swan Hellenic - Noble Caledonia. Owners' Representative for Saga Cruises, during charter-back to RCI Pullmantur of Bleu de France 2011/12. Formerly also a Navy Reserve officer of over 14-years (RANR 1993-99 / RNR 1999- 2007), specialising in logistics & maritime trade protection. Duties included being mobilised for full-time short service with UK Royal RN in Arabian gulf 2002, as deputy commander of a forward logistics base in the Dhofar region of Oman.

Contracts ashore included as fleet mail officer at British Forces PO London and as personal assistant, visits officer and PR adviser to the 2ic of the large training base HMS Dryad (2000-02). RANR service included a full-time contract as acting Fleet Public Affairs officer at Maritime HQ Australia. 1994 facilitated a large Commemoration Service at Garden Island naval chapel, for Allied POWs lost September 1944 in the sinking of Japanese transport Rakuyo Maru. RANR Honorary ADC to the Governor of New South Wales 1994-95. Presently employed part-time in the funeral industry in SE Qld, in various support roles. Extra-Curricular: Member - Seven Seas Club London 1976-2007 (proposed by Lt Cdr Bernard Baxter VRD RNR & Surg Lt Cdr Tony Grimshaw RNR). Rejoined club 2019. Member Naval Association of Australia - Qld Section.

Have represented my former MN employers at 2 annual commemorations at the National MN War Memorial, Canberra.

Lifelong interest in maritime matters also naval & MN history; particularly the contribution and sacrifice of the MN for the Allied victory in the major conflicts of last century.

Helsal 2 aground at Grange



The famous yacht Helsal 2 is shown just off the Grange Jetty, where she sits at the time of writing.

Helsal 2 is a veteran of 17 Sydney to Hobart races. She is an Adams 65, designed by Joe Adams and launched in 1979 by Tony Fisher of the CYCA. She is 20.04 metres with a draft of 2.93m-since changed -see below. It was entered in the 1979 Sydney to Hobart coming 4th across the line.

This boat has a strong association with the RSAYS having been purchased by Commodore Keith Flint in 1990. Under her sailing master Fred Neill, she broke the record for the Adelaide to Port Lincoln Race which had stood for 17 years. She recently returned to the RSAYS.

A salvage operation is currently underway (18th July) to refloat her and take her back to the Squadron for repairs.

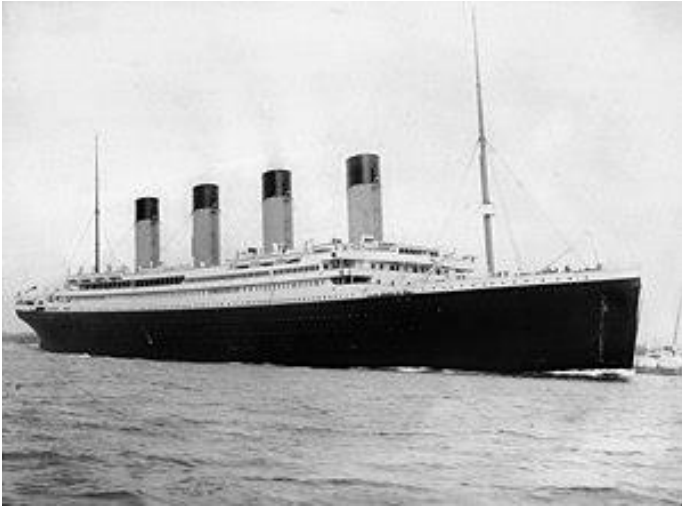


Helsal 2, Opening Day 1995 RSAYS

-more information and stories are available on the RSAYS website of historic vessels.

Titanic

a theory into her demise



Titanic departing Southampton April 12, 1912

It has been suggested that if Titanic's rudder had been larger, she would have turned more quickly and thus missed the iceberg.

Titanic's rudder weighed 101 1/4 tons and no steering arrangement involving manual power—regardless of how much leverage was in the system—would have sufficed to move it.

The Steering Gear Room was housed in the most aft location of C Deck, beneath the Poop Deck and just astern of the Third-Class General and Smoke Room. It held the ship's Servo Equipment, which consisted of; tiller, steering gear, rudder shaft and steering engines.

The steam valves of these engines were connected to the Main wheel in the Wheelhouse via hydraulics (Browns Patent Telemotor). Due to the Servo Equipment, there was a 30 second delay after moving the wheel, and many claim this contributed to the collision with the iceberg.

The usual way of determining the proper size of a rudder is to compare the area of the rudder to the longitudinal area of the ship's hull on the centerline, or LBP x Draft. The rudder area for fast ships should be 1/60th of hull area, and 1/70th for slow ships. Titanic's LBP was 850 feet, and her full load mean draft was 34.5 feet, so her longitudinal area on the centerline was 29,325ft squared.

Travelling at about 22 knots and seeing the iceberg at only about 500 yards, Titanic had no more than 30 seconds to avoid the ice. During this time, she managed to turn two points to port before swinging her bow to starboard, successfully clearing her stern away from the iceberg. Important to note is that Titanic had the same size rudder as Olympic had throughout her career, and Olympic's

wartime captain described her as the most maneuverable and responsive ship he had ever had the pleasure to command.

The very efficient steering of Olympic-class liners was due to the advantage that their central propellers were directly ahead of the rudder, which therefore increased the rudder's effectiveness due to the increased slipstream produced by the central propeller—a feature lacking in Cunard's quadruple-screw Mauretania and Lusitania.

Olympic's captain was even able to suddenly and deliberately steer into a German submarine, ramming and sinking it thereby giving Olympic the distinction of being the only merchant ship to sink an enemy vessel during the First World War. Titanic's rudder was in fact 2% too small, but all evidence suggests she turned very well.

Not much is left of this room in the wreck, since the storage rooms beneath it were filled with air when the ship dragged down. The pressure caused the rooms to implode and collapse, destroying the equipment. It is said that the storage rooms filled with water and the pressure forced upward, causing a high-pressure jet of water to peel the decking back.

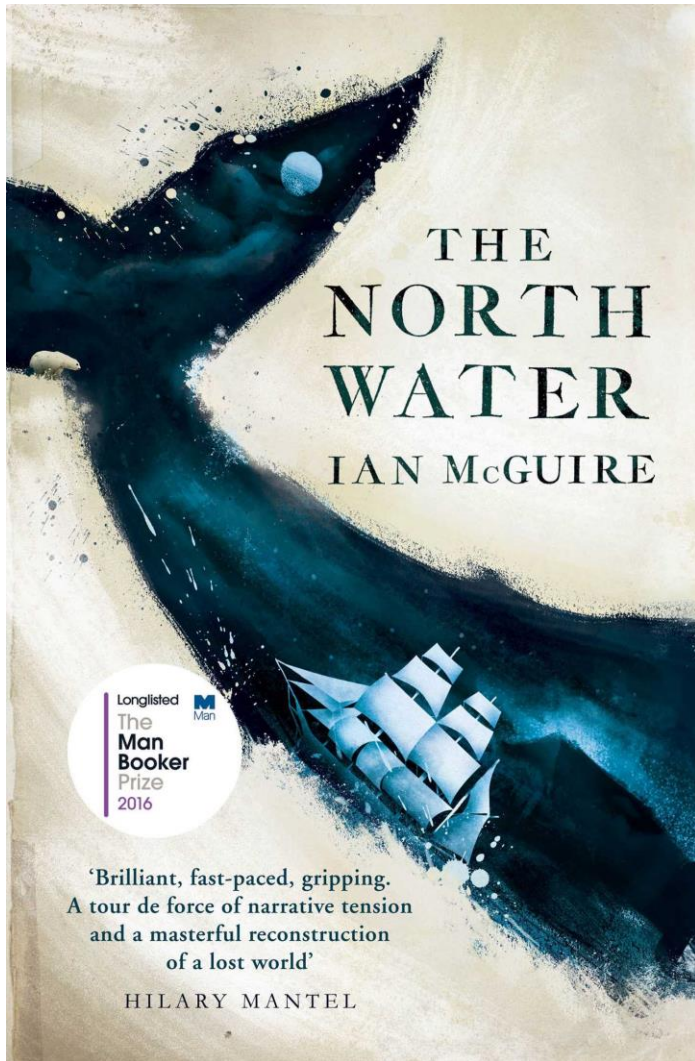


Here, the rudder and starboard shaft of Titanic. Note the braces on the rudder to keep it at 0° during launch.

Thanks to John Braendler for this article.



Book of the Month



This incredible story was recently made into a series for television and is available to view on ABC Iview.

“A disgraced ex-army surgeon signs up as ship's doctor on a whaling expedition to the Arctic. On board he meets a harpooner, a brutish killer whose amorality has been shaped to fit the harshness of his world. Hoping to escape the horrors of his past, he finds himself on an ill-fated journey with a murderous psychopath.” From ABC website



Cartoon thanks to Capt. Peter Thomas



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