



"THE SEA CHEST"

Peninsula Ship Society Newsletter August 2019

The Peninsula Ship Society meets, in the lower lounge, at the Hastings Yacht Club on the fourth Tuesday of each month. The meetings commence with refreshments at 10am. After the meeting, at about noon, you are invited to join most of the attendees of the meeting at the Westernport Hotel and enjoy a reasonably priced meal.

The Last Meeting



On 23rd July our member, Tom Connelly, gave us a very informative presentation on the T2 tankers that played such a significant role in transferring oil around the world during WW2. 533 of them were built, principally in the US, in an average time of 33 days. They were steam turbo-electric and were part of the new concept of all-welded construction. Tom sailed on several of these vessels after the war and provided us with some great insights into these vessels that played such a major role at that time.

The Next Meeting

Our speaker on Tuesday, 27th August will be Mary Iles. Mary is a descendent of the Chance family who established Chance Brothers and Company in 1824. This English Glass Manufacturer became a frontrunner in many aspects of glass technology, but also became famous for its involvement in the technology that was developed for lighthouses. Mary has a great interest in lighthouses and her family that became a major lighthouse engineering company, producing optical components, machinery, and other equipment for lighthouses around the world. James Timmins Chance pioneered placing lighthouse lamps inside a cage surrounded by fresnel lenses to increase the available light output; the cages, known as optics, revolutionised lighthouse design.



WORLD SHIP SOCIETY Victoria Branch

The Peninsula Ship Society has developed a link with the W.S.S. Maurie Hutchinson is the Webmaster for that Society and their website is worth having a look at. It is available at wss-vic.org.au/

Your Annual Subscription to the Peninsula Ship Society

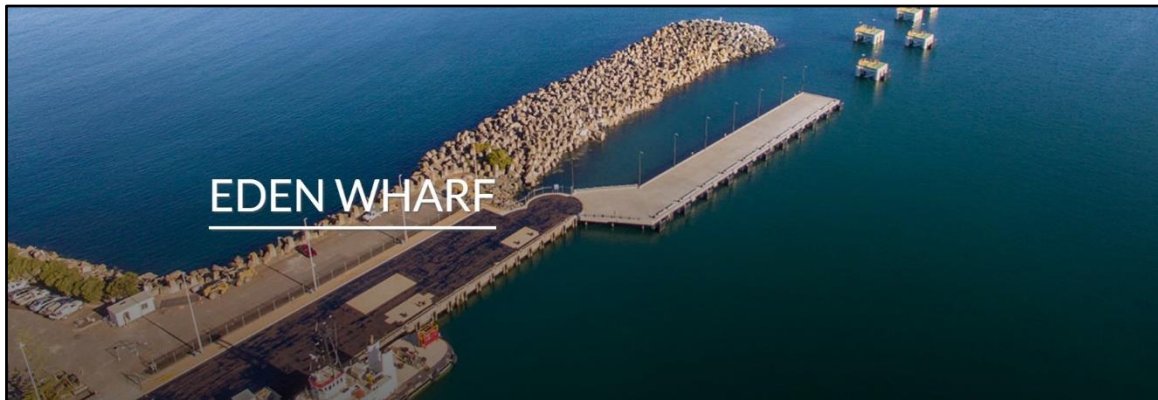
Many of you have paid this year's subscription, but those yet to do so are invited to pay the **\$30** subscription at the August meeting. Alternatively, you can pay directly to the Society's Bank Account at BSB 663 000; Acc. No. 14318 1691

P.S.S. proposed trip to Sale on Monday 3rd- 5th February 2020

Just a reminder about the proposed visit to Sale early next year. Briefly, the cost is about \$330 per single, \$230 twin share. Full details will be available at the August P.S.S. meeting or contact Chris Hart at arijaba@bigpond.com. It is appreciated that the date proposed may not suit some people, so we can, if necessary, change the date if there is sufficient demand to do so. Other possible dates are 17th February, 24th February or 2nd March. Another suggestion is that we have three departure points for the coach, Hastings, Mornington and Frankston. These details can be finalised later. We need at least 16 participants for the trip to be economically viable.

Cruise Ships are now able to go alongside at Eden

Since 2014, the N.S.W. port of Eden has had a number of cruise ships anchoring in Twofold Bay and tendering passengers ashore by boat. Following the \$44 million construction of a wharf extension, in Snug Cove, cruise ships, up to 325 metres in length, will be able to tie up at the Eden Wharf. This wharf extension was opened on Sunday, 4th August and the first cruise ship to use the wharf will be the *Pacific Explorer*, which is scheduled to arrive with more than 2,000 passengers on Sunday, 15th September. 21 cruise ships are listed to arrive during the forthcoming season.



Work done to complete this project included:

- Dredging approximately 231,500m³ of in situ material from the bed of Snug Cove/Twofold Bay and installing scour protection.
- Installing a new wharf face approximately 110m long, resulting from extending the existing wharf by approximately 95m.
- Installing three mooring dolphins and two berthing dolphins.
- Installing onshore mooring bollards on the existing wharf.
- Upgrading existing services such as lighting, power and potable water and emergency fire-fighting water.
- Installing navigation aids.

R.M.S. *Carpathia*

On Wednesday, 31st July several members of the Peninsula Ship Society attended a joint meeting of the Company of Master Mariners and Offshore and Specialist Ships Australia to hear a presentation from Dr Jay Ludowyke, who has written a book about the R.M.S. *Carpathia*.



This painting of RMS *Carpathia*, with *Titanic*'s lifeboats, was done by Edward D. Walker
It has been used on the front cover of Jay Ludowyke's book

The Cunard steamship *Carpathia* is best known as the vessel that answered the distress call from the stricken White Star liner *Titanic* on 15th April 1912. This book covers three aspects of the life of this ship. Firstly, and most importantly, the events arising after *Carpathia* received the fateful message and proceeded to the area where some of the *Titanic*'s passengers and crew were in lifeboats after the vessel had sunk.

The loss of life in this disaster was enormous. On this maiden voyage the vessel had 324 first-class passengers; 285 second-class passengers; 708 third-class passengers and 912 crew. So, there were 2,229 people aboard the vessel. Of this number only 712 were picked up by the *Carpathia* and taken to New York, and they were the only survivors from the *Titanic*. 1,517 persons were lost in this sinking.

The second aspect of the book is the description of the torpedoing of *Carpathia*, south-east of Ireland and west of the Isles of Scilly, by the German submarine *U-55* on 17th July 1918 in the latter stages of the First World War. While traveling in convoy from Liverpool to Boston, the *Carpathia* was struck by two torpedoes. A third torpedo slammed into the *Carpathia*'s hull as her lifeboats were being lowered, killing five of her crew. The liner slipped beneath the sea at 12:40 a.m. on July 18th. The remaining crew and 157 passengers were picked up by the British warship HMS *Snowdrop* and taken safely to Liverpool.

The third aspect of the book is a description of the locating of the wreck of the *Carpathia* in 2000, at a depth of 171 metres. This search was undertaken by the National Underwater Marine Agency. Following the location of the wreck the site was visited several times and some artefacts of the vessel were recovered for historical purposes.

An electric harbour tug for Ports of Auckland

Ports of Auckland in New Zealand has signed a contract with Damen Shipyards to buy the world's first full-size, fully electric port tug. The 24.7-metre tug, a Damen RSD-E Tug 2513, is to be delivered in 2021. It will have a 70 tonne bollard pull, the same as the port's strongest diesel tug *Hauraki*, also built by Damen. This tug will be able to do three to four shipping moves on a full charge, or around three to four hours work. A fast charge will take about two hours. The charging station is based on technology that is already deployed in the automotive industry. A simple system, it features four cables on the vessel being connected to the station. Once connected, the 1.5MW charger takes just two hours to fully charge the tug.



The tug has high levels of redundancy in its power systems. The electrical system has built-in redundancy, with the batteries arranged in strings; if one battery in a string fails, the others carry on the work. To ensure absolute safety the tug also has two 1,000kW generator sets. They provide enough power for the tug to operate at 40 tonnes bollard pull in the event of an electrical system failure or if the vessel needs to operate beyond its battery capacity.

However, this is not a hybrid system. In normal operation, the generators will not be used, as the vessel and its battery system has been designed to meet the port's normal operational needs. The purchase price of the tug is roughly double that of a diesel tug. However, the cost of operating an electric tug is less than a third of the cost of running a diesel tug. The port anticipates savings of around \$12 million in operating costs, making the electric tug cheaper in the long term.

"In 2016 we set ourselves the goal of being zero emission by 2040," says Tony Gibson, CEO of Ports of Auckland. "We set this goal because we recognize that urgent action is needed on climate change, and we wanted to be part of the solution. However, setting that goal created a tough challenge. We have a lot of heavy equipment, like tugs, and in 2016 there were no zero emission options. Damen design and proposal engineer Tugs Marc Baken said: "We looked into the request, and we saw that it was technically possible. The next step was to consider the feasibility of full electrical operation from a business perspective. For this, Damen took data from the operational performance of Ports of Auckland's existing ASD Tug 2411 and were able to work out what the battery requirements would be for the RSD-E Tug 2513."

There is an electric tug under construction for use in Turkey, but it is small (18.7 metres), is designed with a conventional twin-screw propulsion line (as opposed to the Azimuth propulsion in the RSD-E 2513) and will work in a limited operational environment. Around 40 percent of primary energy generated in New Zealand comes from renewable sources, including 80 percent of electricity, which comes primarily from hydropower and geothermal power.