

THE SEVEN SEAS CLUB of AUSTRALIA

“TO PROMOTE AND FOSTER THE COMRADESHIP OF THE SEA”

Founded 1968

Incorporated 1996

Patron

His Excellency the Honourable Hieu Van Le, AC

Governor of South Australia

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

NEWSLETTER No. 84 July 2020

Greetings Members-

Thanks to those who have sent in contributions for this edition of the Newsletter. Ken Messenger has provided the Presidents Report. Dr Gillian Dooley sent in a link to a lecture on Matthew Flinders that is available on YouTube, Captain Peter Thomas sent in a wonderful article from his book on Althorpe Island, Ian Small supplied notes and emails to follow up.

I have included a note on the recent film “Maiden” and an excerpt from the updated BOM Website.

Please consider sending content for future editions of the Newsletter.

Ian has asked me to request members to suggest topics and speakers for our 2021 Dinner Meetings, please forward this to Ian, his address is on the last page.

Terry Beaston

PRESIDENT’S REPORT

Ken Messenger

Ahoy Members,

Well, it was great to meet last month when we were again able to dine at the Public Schools Club following an easing of COVID19 restrictions.

Guest speaker Brent Blanks gave an interesting account relating to Matthew Flinders’s cousin, Sir John Franklin, linking details learned during Brent and his wife Rose’s trip last year to the North West Passage—most entertaining.

Vice-President John Braendler, now free from several isolation episodes he and wife Rula had to endure as a result of their eventful voyage around South America, gave an abbreviated account of the complications they have had to endure because their cruise ship carried many COVID-19 virus-infected passengers.

When is the next cruise John?

As usual, Barry Allison and David Millson gave interesting historical notes.

The next meeting on 15/7/2020 will see the induction of a new member, Lloyd Cushway. You will have seen from his circulated resume that he has sailed extensively on many craft.

We will be entertained by Past Commodore Peter Kelly talking on the 150 year varied history of RSAYS.

The Focus group meets again next week and Keith Bleechmore will give a brief progress report, as will Peter Allen on the Baxter and Grimshaw Foundation.

Cheers, Ken Messenger

0413775900

Althorpe Island

An excerpt from the book by
Capt. Peter Thomas- Part 1



Althorpe Island – looking south

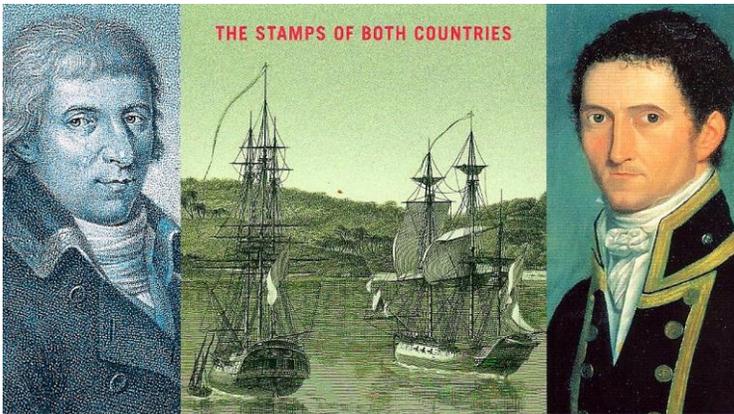
Althorpe Island stands as a lone sentinel guarding the entrance to Gulf St Vincent, South Australia.

On 20 March 1802 Matthew Flinders discovered the island and named it Omicron Island. Twelve years later Flinders renamed it Althorpe Island, after Viscount Althorpe in England, one of the Spencer family and a distant ancestor of the late Princess Diana.

On 15 April 1802 Nicolas Baudin, (the French explorer) named it Archipelago de L'est (Eastern Archipelago) and one of his crew, Freycinet (a cartographer), named it Isles Vauban, after Sebastien Le Prestre de Vauban (1633-1707), a French military engineer who revolutionised the art of siege craft and defensive fortifications. He fought all of France's wars during Louis XIV's reign (1643-1715).



Matthew Flinders HMS sloop Investigator & French Corvette Le Geographe 1802 Encounter Bay



The Althorpe Islands are spectacular expressions of the sea's erosive powers. From any perspective, this island offers the visitor a grand panorama.

The lighthouse opened in 1879 and the light had a range of 24 nautical miles. It had three cottages, a jetty and a flying fox. The lighthouse and the three keepers' cottages were built from limestone and sandstone quarried on the island.



Flinders-Baudin Bicentenary Stamps

The shattered hull so fierce a shock unable to withstand, admits the sea in at the gaping side, the crowded waves gush with impetuous rage, resistless, overwhelming.

– (Thought composed over the loss of *Pareora* – Anon 1919)

My first sobering experience at Althorpe Island was going on a diving expedition to the wreck of the SS *Pareora* that was wrecked in 1919 with a loss of 11 lives. She was a wooden 56 metre coastal steamer on a voyage from Port Pirie to Hobart. The site where the *Pareora* is wrecked is particularly treacherous for boating and diving. The area is subject to strong currents and large swells, and the nearby-submerged reefs rise very close to the surface, sometimes exposing in the swells. Only those with local knowledge should attempt to visit the site, and only in the very best conditions.

One could only imagine the difficulties a vessel near the island would have on the surface countering these currents along with bad weather – not a good combination.



SS Pareora

This was kept in the back of my mind in 1983, when I was blown into Althorpe Island's northern bay in a fierce storm. My friend Peter and I were in a small 7-metre yacht called the *Lady Margaret* on our way to Port Lincoln. After we anchored in the sheltered bay, we made our way ashore in a tiny rubber dinghy. The two wet and dishevelled sailors scrambled up the steep track to the lighthouse keepers' cottages. This was our first meeting with Aubrey, his partner Elaine, Dave and Tina, the resident lighthouse keepers; who let us use their shower and thaw out. We became friends and visited, both by air and by sea, a number

of times until the lighthouse became automated in 1991.



Dave Cinzio (lighthouse keeper) making a cuppa on Eastern Cove beach

I was the first private pilot to land on the 300-metre runway. It was so short that one had to (most times) land with the brakes on.



On final runway 30 Althorpe Island

Before one arrived by air at the island the lighthouse keepers had to do a runway inspection and fill in the numerous mutton-bird holes and nests on the runway. One day I landed there in a tiny Cessna and parked in front of the house. As we were walking up to the cottages, I heard a rather large "whoomph" behind me. When I turned around, much to my dismay our beloved aircraft had "sunk". We had parked on top of some mutton-bird nests that had

now collapsed. Thank goodness lighthouse tool shops come equipped with shovels. We used the ride-on mower to tow the aircraft out of the hole.



Mutton-bird (Short-tailed Shearwater – Puffinus Tenuirostis)

On a number of occasions when I flew down there, I would be loaded with fresh meat and vegetables from the Adelaide central market. I would not go back to Adelaide empty-handed. I would be loaded with crayfish, snapper and King George whiting which were very plentiful around the island.

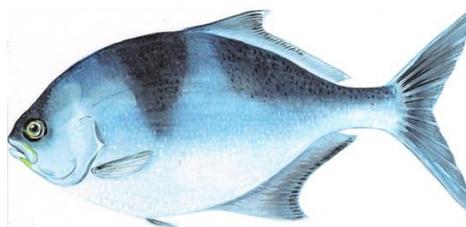


Cessna 175 VH-TED at Althorpe Island



Lighthouse keeper Dave Cinzio displaying nature's bounty

The lighthouse keepers kept a seven-metre wooden clinker-built workboat on the jetty. It was launched by means of a crane lowering it into the water. This proved interesting at times when there was a large swell running. Releasing the retaining hook at the right moment was critical. One day when I was out with Aubrey fairly close to the vertical cliffs, the ocean swell picked this tiny vessel up and deposited it ever so lightly on a large flat rock. The two of us looked at one another with a quizzical look – what's going to happen now. The swell rose again lifting us off the rock without any apparent damage and we were on our way again happily retrieving craypots for dinner that night.



Sweep

The other fish that was abundant on Althorpe was sweep. However, these proved to be a lot harder to catch. One day, my son Matthew, with lighthouse keeper Aub, was fishing in a gully that was full of rough water. Rough pounding surf is just what these fish like. Matthew and Aub were halfway down a ravine and had caught quite a number of sweep. I was up on higher ground watching the boys catching fish. All of a sudden, I saw Aub put his arm across Matthew and push him back into the cliff face. Next thing I heard this tremendous roar as a "king wave" came roaring up the canyon. They both disappeared under the sudden deluge of water. When the water receded, I could see that they were both safe. Matthew was most upset that all his hard-caught fish had been swept out to sea.

Launching the lighthouse keepers' boat

Another time I was fishing for these elusive fish on the southern side of the island with my daughter Amy, a friend Frank and Aub the lighthouse keeper. "Never bait your lines with your back to the sea" we were told. Alas within moments a large "king wave" came up behind me. The big flat rock I was standing on instantly became very slippery. As the wave receded, I was carried out to sea, complete with hat on and fishing rod in my hands. Next thing another wave picked me up and I headed back towards shore at a speed that seemed like a racing train. The thought went through my mind – where am I going to end up.

Aub rushed down to the narrow inlet that I was being pushed into and held out his long surf rod. As I was swept past it, I grabbed hold of it, and he pulled me to safety. I only suffered a few cuts and bruises to both my body and my ego. My daughter rushed down to her dad; I could never figure out why she had a first-aid kit with her. Perhaps she knew her dad only too well.



From L to R in background – Yorke Peninsula, Haystack & Seal Islands.

Top of red flying fox just visible

(above Cessna).

Catching snapper off Althorpe Island was an interesting experience. We used an unusual procedure to catch these fish. Aub would take me out in the island's workboat into deep water to one of his many fishing spots. We would bait the lines and within a few minutes we would be pulling in a nice-

sized snapper. When trying for a second time, as we were reeling in the fish, halfway up we would feel an almighty thump. At the end of the line was the head of the fish and nothing else. Judging by the teeth marks around the severed fish it made one realize how big the sharks are in these waters. We would then shift to another spot and after one intact fish was landed the same thing happened again. We would only catch one fish and then have to put up with the antics of a shark.

(Part two in the next Edition-Ed)

On the Lighter side of Life

MARRIAGE SEMINAR

While attending a Marriage Seminar dealing with communication, Tom and his wife Grace listened to the instructor, "It is essential that husbands and wives know the things that are important to each other." He addressed the man, "Can you describe your wife's favourite flower?" Tom leaned over, touched his wife's arm gently and whispered, "It's Pillsbury, isn't it?" The rest of the story gets rather ugly, so I'll stop right here.

WIFE V. HUSBAND

A couple drove down a country road for several miles, not saying a word. An earlier discussion has led to an argument and neither of them wanted to concede their position. As they passed a barnyard of mules, goats and pigs the husband asked sarcastically, "Relatives of yours?" "Yep," replied the wife, "in-laws."

WORDS

A husband read an article to his wife about how many words women use a day...30,000 to a man's 15,000. The wife replied, "The reason has to be because we have to repeat everything to men... The husband then turned to his wife and asked, "What?"

CREATION

A man said to his wife one day, "I don't know how you can be so stupid and so beautiful at the same time. The wife responded, "Allow me to explain. God made me so beautiful so that you would be attracted to me; God made me so stupid so that I would be attracted to you!"

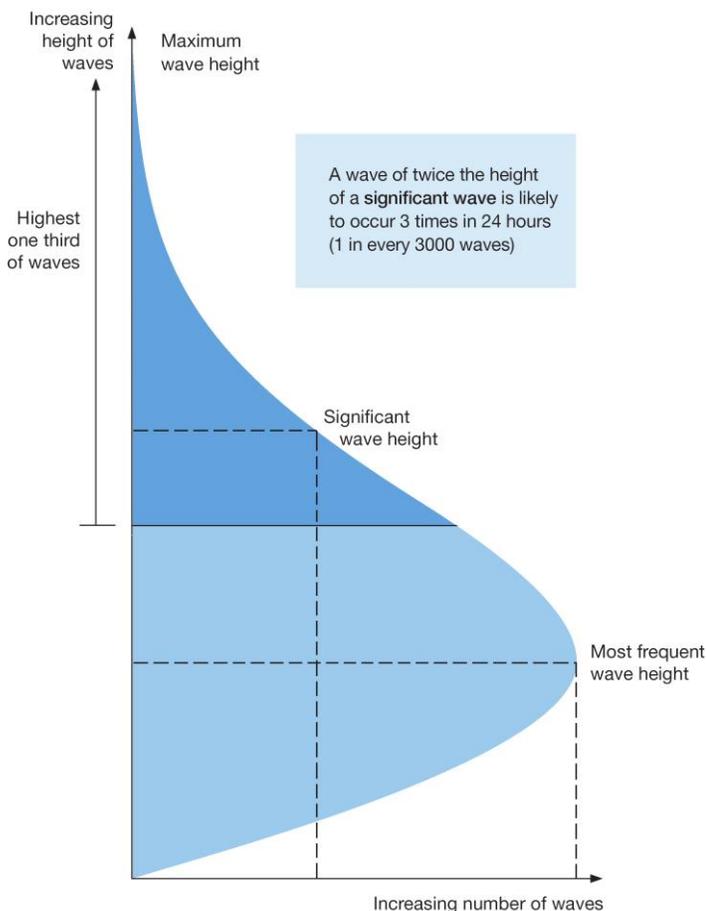
(The following is an excerpt from the Bureau of Meteorology of Australia website-bom.gov.au)

A universal convention to measure wave height

Utilising the standard international convention, the Bureau uses the concept of 'significant wave height' to notify ocean-goers of the size of swell and wind waves (or 'sea waves') in its coastal forecasts. Significant wave height is defined as the average wave height, from trough to crest, of the highest one-third of the waves.

Devised by oceanographer Walter Munk during World War II, the significant wave height provides an estimation of wave heights recorded by a trained observer from a fixed point at sea. As the following graph shows, a sailor or surfer will experience a typical 'wave spectrum' during their activity, containing a low number of small waves (at the bottom) and a low number of very large waves (at the top). The greatest number of waves is indicated by the widest area of the spectrum curve.

The highest one-third of waves is highlighted in dark blue in the graph below, and the average height of waves in this group is the *significant wave height*:



Significant wave height

This statistical concept can be used to estimate several parameters of the waves in a specific forecast. The highest ten per cent of the waves are roughly equal to 1.3 times the significant wave height, and the likely maximum wave height will be roughly double the significant height.

Expect double the height, three times a day

While the most common waves are lower than the significant wave height, it is statistically possible to encounter a wave that is much higher—especially if you are out in the water for a long time. It is estimated that approximately one in every 3000 waves will reach twice the height of the significant wave height—roughly equivalent to three times every 24 hours. As a reminder of this important safety concept, the Bureau includes a message that maximum waves may be twice the significant wave height in all marine forecasts.

Wave height

It is normal for waves to vary in height from one to the next. To give you an idea of the range of waves to expect at a given time, the Bureau provides the **significant wave height** in its marine forecasts.

Most frequent waves	Significant waves	Maximum waves
The most frequent wave height will be about half the height of the significant wave	About 14% of waves will be higher than the significant wave height (about 1 in every 7 waves)	It is normal to expect a wave of twice the height of the significant wave about 3 times in 24 hours.

This means you need to be prepared for a wave of this height before heading out on the water.

© Bureau of Meteorology www.bom.gov.au

Most frequent, 'significant' and maximum wave heights

-The Bureau of Meteorology of Australia has updated its website: bom.gov.au with a wealth of new information which is an excellent resource for the safe planning of our time at sea-Ed

DESSERTS

CHOCOLAT TUNDER \$16
BRAGGS-EATON MESS \$10
FRUIT PLATE \$10
TRIO OF SORBET \$5



Matthew
Flinders,
Life-writer

Dr Gillian Dooley
Flinders University

gillian.dooley@flinders.edu.au



As a follow up to the Flinders Night Presentation at our last dinner meeting, Dr Gillian Dooley sent in a link to a YouTube video of a lecture on Matthew Flinders available online now.

<https://www.youtube.com/watch?v=sWESuSnA2IM&feature=youtu.be>

-We have been advised that as we are now Corporate Members of the Public Schools Club any five members of SSC can attend the Public schools club as members. The Menu below is the current July Menu available at the Public Schools Club.

MENU PUBLIC SCHOOLS CLUB RESTAURANT

ENTRÉE
\$16.50

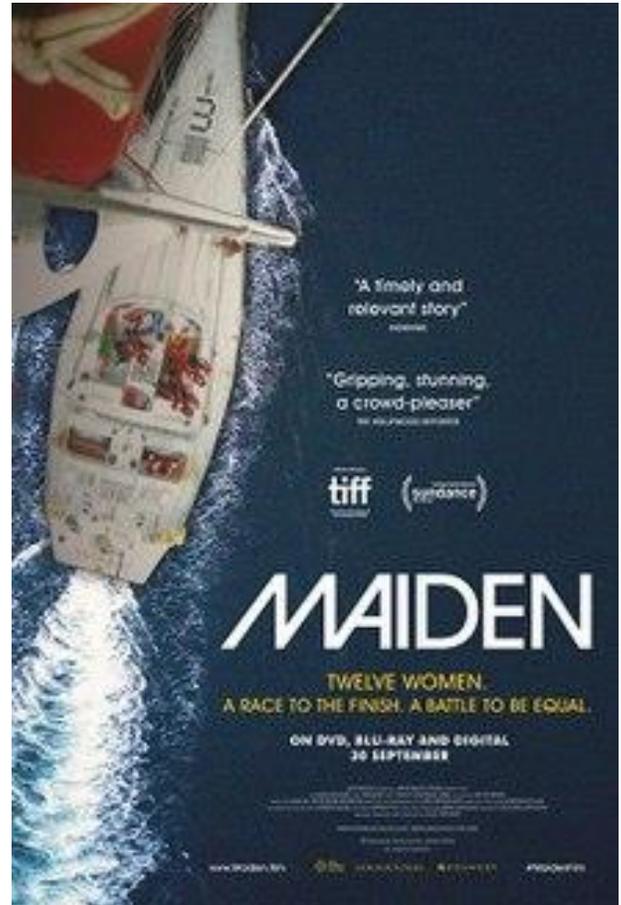
PANKO CRUMBED PRAWNS - ROSÉ - TARTAR -
SWEET CHILLI SALT & PEPPER SQUID - ROSÉ -
SWEET CHILLI SALMON TROUT IN BREAD
HALF DOZ FRESH OYSTERS
SOUP - POTATO

MAIN

BRAZILLIAN STYLE IFILLET - RICE - SALAD \$32
CHICKEN PARMEGIANA - MASHED POTATO -
CHERRY TOMATO \$25
POTATO GNOCCHI - MUSHROOMS \$22

SIDES

FRENCH FRIES \$7 AUSSIE FRIES - BACON -
CHEESE \$12
MIX VEGETABLES \$7
COLESLAW \$5
MASHED POTATO \$7



Maiden is a documentary film by Alex Holmes about Tracy Edwards and the crew of the Maiden as they compete as the first all-woman crew in the 1989–1990 Whitbread Round the World Race-
Wikipedia

This is an inspiring film with excellent historical footage, highly recommended! It is currently available for streaming online. -Ed.

We are always looking out for interesting topics and speakers for next year so please pass on your suggestions to me.

Ian Small Hon. Sec.

Secretary: Ian Small, 3/289, Glynburn Rd., St.
Morris, South Australia 5068
Mob: 0413700100, e-mail :
iandsmall01@gmail.com

