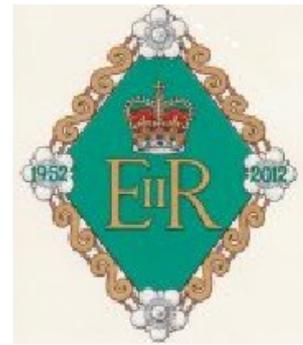




*Sexaginta annis
regnavit record*



*Deum Vivat Regina
Vivat Regina*

New Zealand Company of Master Mariners

ON DECK

September, 2012

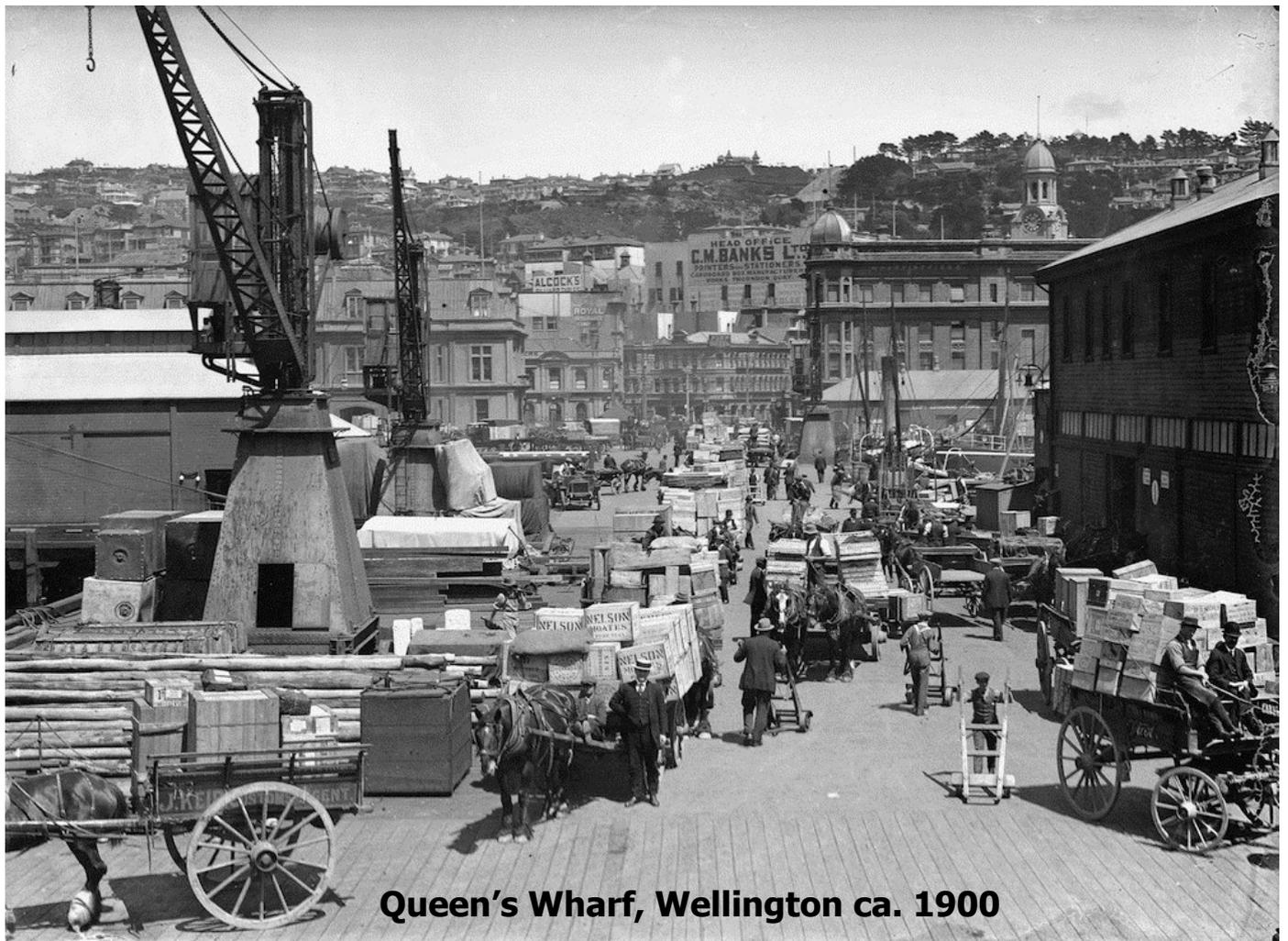


**CELEBRATING
MERCHANT NAVY DAY
3 SEPTEMBER**





Queen's Wharf, Auckland ca. 1900



Queen's Wharf, Wellington ca. 1900



The New Zealand Company of Master Mariners

**Incorporated under the patronage of His Excellency
Lieutenant General The Right Honourable Sir Jerry
Mateparae GNZM, QSO Te Kāwana Tianara o
Aotearoa, Governor-General of New Zealand**

Master,	Captain K. D. Watt
General Secretary,	Captain C. van Kesteren
Council Members,	Captain E. E. Ewbank
	Captain A. R. Cooke
	Captain R. A. J. Palmer
	Captain T. J. Wood
Master Emeritus	Captain B. M. Johnson

[On Deck is the Official Journal of the NZ Company of Master Mariners](#)

Associated and Related Professional Maritime Organisations

The Honourable Company of
Master Mariners - U.K.
www.hcmm.org.uk

The Company of Master Mariners of Canada
www.mastermariners.ca

The Council of American
Master Mariners, Inc.
www.mastermariner.org

The International Ship Masters Association
www.ifsma.org

Master Mariners India
www.mastermariners-india.com

New Zealand Merchant Navy
Association
iandymock@kol.co.nz

New Zealand Branch Nautical
Institute
nznisec@xtra.co.nz

The Company of Master Mariners
of Australia
www.mastermariners.org.au

The Company of Master Mariners
of Sri Lanka
www.cmmsrilanka.lk

The Warsash Maritime Academy
College of Maritime Studies,
University of the Solent
www.warsashassociation.net

Japan Captains' Association
www.captain.or.jp

Confederation of European Shipmasters
Associations
cesma-eu.org

Panama Canal Pilots Association
www.canalpilots.org

Asociación de Capitanes Nautilus
capitanesnautilus@tie.cl

Master Mariners Association of
Tasmania.
mistrat@aapt.net.au

Association Française des
Capitaines de Navires
www.afcan.org

The Irish Institute of
Master Mariners
www.mastermariners.com

The Norwegian Maritime Officers
Association (NMOA)
www.sjooff.

The Society of Master Mariners
South Africa
www.mastermarinerssa.co.za

Swedish Ship Officers'
Association
www.sfbf.se

Verband Deutscher Kapitäne und Schiffsof-
fiziere e.V. International
www.vdks.org

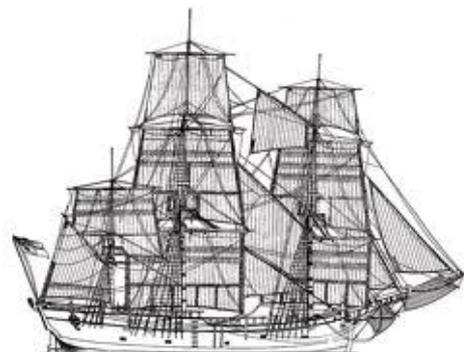
The New Zealand Ship and
Marine Society
www.nzshipmarine.com

The Nigerian Association of
Master Mariners
namm@yahoo.com

The Round Table of International Shipping
Associations
www.marisec.org

The Association of Master
Mariners Kolkata
mastermarinerskolkata.com

The Southampton Master
Mariners Club.
cachalots.org.uk



Endeavour

CONTENTS

Associated Maritime Groups	4	Phlebotomists and Cats	53
Contents	5	Paddy the Wanderer	54
AGM 2012	6		
Master's Orders	7		
Christchurch Still Shaky	8		
Letters	9		
Crossed the Bar No Grave but Sea	10		
Auckland Branch	11		
Christchurch Branch	14		
Tauranga Branch	16		
Wellington Branch	18		
Accident Investigation	21		
Unsung Heroes	23		
mv <i>Hauraki</i>	27		
NZ Ships Lost WW2	28		
RMS <i>Lancastria</i>	29		
Malta Convoys	34		
2012 USSCo Reunion	37		
Interislander 50th	38		
Shallow Water Deep Trouble	40		
GPS and Solar Flares	44		
Curiosities	46		
Nothing Changes Faraway Flags	48		
Stroke	49		
Shipping Facts and Stats.	50		



The New Zealand Company of
Master Mariners Inc.

Connections:

New Zealand Master
K.D. Watt

National Secretary:
C van Kesteren 04 389-9900

Branch Secretaries:
Auckland: J. E. Frankland 09 524-4493
Christchurch: G. Swallow, (03) 332-6368
Tauranga: G. Rutherford, (07) 575-7422
Wellington: G. Williams, (04) 904-3180

Editorial Desk: (06) 3679-966
Submissions marked MM in subject line to:
stormbird@xtra.co.nz
mastersnewzealand@gmail.com

Disclaimer:

While the New Zealand Company of Master Mariners supports both the rights of free speech and freedom of expression, the opinions expressed in *On Deck* by are not necessarily those of the Company.



The official emblem of the
Queen of New Zealand's
Diamond Jubilee.

The Governor-General of New Zealand, Sir Jerry Mateparae has approved this Diamond Jubilee emblem for use within New Zealand

ANNUAL GENERAL MEETING 2012 HOSTED BY AUCKLAND BRANCH Captain Kenneth Watt, Master



As is required by the Constitutional Rules of the Company, the Annual General Meeting was held in August. Announced at the meeting were changes to the holders of the positions of Master and General Secretary. The Branch Wardens were confirmed and the financial state of the Company as at 31st March approved.

As is the custom, there was a meeting of the Executive Council prior to the Annual General Meeting where, amongst other things, Captain Watt of the Wellington Branch was elected Master of the Company and Captain van Kesteren, also from Wellington, appointed General Secretary/Treasurer.

At the Annual General Meeting sincere thanks were given to Captains Payne, Johnson and Compson for their services in keeping the Company in good running order over the last three years.

Some minor alterations to the Rules were proposed and approved. A new category of membership has been introduced under the term Associate Member. Any person who has gained a qualification as Second Mate Foreign Going may be invited to become an Associate Member. This new grade provides the opportunity for suitable candidates to have an earlier involvement with the Company than has been the case in the past and also offer a logical route to full membership.

The use of the term Friend of the Branch has been discontinued and in its place any new person, or existing friend fitting the requirements as per the Rules, will be known as an Associate of the Branch.

A proposal by the Tauranga Branch to have the Company make representation to the Minister of Transport giving its view that the "Maritime Labour Convention 2006" be incorporated into New Zealand Law was debated. It was felt that New Zealand has a moral, social and economic responsibility to ensure that all seafarers on our coasts are, and can be seen to be, working under fair terms of engagement. This sentiment was given full support by the meeting. A remit from the Christchurch Branch recommending that, the Company draw up a list of members who are prepared to be called on (if required) by Maritime New Zealand to assist with policy, qualifications, maritime affairs and emergencies, was also considered. After discussion, and in recognition of the pool of expertise within the Company's membership in these fields, this proposal was also adopted.

Funding of future publications of On Deck was given a full airing at both the Executive Council and Annual General Meetings. The efforts put in by Captain Nic Campbell of the Wellington Branch to produce a magazine of such a quality as to have gained recognition in some quarters overseas as well as within the membership, was fully acknowledged. Every effort will be made to have two printed editions produced every year within the membership fee (levy) agreed to at last years' Annual General Meeting.

It is hoped that as well as being a "good read" On Deck can provide a focal point in any campaign designed to increase our numbers. Who could refuse to join us after receiving a well penned invitation together with a copy of a very professional magazine. Please enjoy this edition.



TO MASTERS ORDERS



Captain Ben M. Johnson
Master's Report 2012

I submit this report since taking over as Master in October last year.

Membership: As of 22nd July 2012, the membership rests at 240, which is the same since the last AGM in 2011.

Auckland Branch: Ordinary 91, Life 5, Honorary 3, Friends/Assoc. 3. Total 102.

Christchurch Branch: Ordinary 38, Life 1, Honorary 2. Total 41.

Tauranga Branch: Ordinary 30, Life 2. Total 32.

Wellington Branch: Ordinary 54, Life 2, Honorary 3, Assoc. 6 Total 65.

We have 6 new members this year and welcome Captain's Hunt and Marriage and also Honorary Member Ian Farquhar to Auckland Branch.

Captain's Vietch and Parsloe to Christchurch Branch

Captain Camp to Tauranga Branch

Crossed the Bar: Two members have crossed the bar in the last year, Captain Henry Cox from Christchurch and Honorary member Dr. J. Frew from Auckland.

Finance: The company finances are in a stable condition and it is recommended that the Company levy be retained at \$20 per annum. This is so that no extra strain is put on members finances in these unsure times.

Unfortunately there is not enough "in the kitty" to have 2 copies in print of our *On Deck* magazine each year.

Management: Quarterly reports from the General Secretary have been distributed as per the Company rules. Branch Committee minutes have been received on a regular basis, Christchurch are now back on line

after the events of two major earthquakes and must be applauded in their efforts.

Publications: Branch newsletters have been received by the General Secretary, also publications from brother organizations overseas.

On Deck magazine has been published in print form annually with a PDF version at the halfway stage. My first duty as Master was to try and sort out this publication, as the Company could not afford two printed copies per year – not without significant rise in the annual levy. Advice was sought from all branches and asked for their ideas which were all put together and a decision was made.

On Deck magazine still continues to be an excellent publication and its editor Captain Nic Campbell should be rightfully applauded for his efforts. The worth of this magazine shows, with the requests that Nic gets from overseas organizations for "advice". It's a great pity that NZ maritime organizations cannot see this.

The website is still open and running; information can be found on this electronic tool.

Vice-Regal: I had the pleasure last February of attending the Government House Waitangi Day garden party, along with the Wellington Branch secretary Captain Graham Williams.

This was representing the NZ Company of Master Mariners at the invitation of the Governor General Lt. Gen. Sir Jerry Mateparae, the patron of the Company. A very pleasant day was had by all.

It looked like anyone decently attired could attend, as no checks were made on invitations. I spent that night in Wellington, hoping to take the opportunity of meeting some of the Wellington Branch members – unfortunately it seemed that all had gone bush – it was summer after all.

CHRISTCHURCH BRANCH STILL SHAKY!

General: There have been two major incidents in the maritime industry over the last 12 months, the obvious to affect NZ was the *Rena* grounding. A lot of comments were made by people in "Authority" who have no idea as to what they are talking about, it shows that a lot of people in NZ haven't a clue about modern shipping, as it is today, and also the pressures that the Master is under.

In my mind, the Master (through the 2/0) made a simple mistake, with disastrous consequences. They deserved all they got. At the end of it all, the court case did not come down to the criminalization of seafarers. They got a small prison time for "perverting the cause of justice" by falsifying the records, so duly deserving that time.

The Government didn't do themselves any good, by the New Zealand Immigration Department refusing access to their families into the country over the Christmas period. I think that, that was a disgusting malicious act on their part.

The other incident was of course the grounding of the *Costa Concordia*. The two shipmasters in both cases did not do the good name of seafarers/shipmasters any good at all.

The latest in the Straits of Hormuz with the altercation between a USN warship and a fully laden tanker brings more to light. Shore people must be thinking "what goes on at sea" The USN has a habit of asking ships to alter course when it is actually the warship's duty to do so. It looks like this USN warship turned into the path of the tanker.

In conclusion to this report, I have to make an observation regarding the Company, which I find rather disturbing. I took over the role as Master from Captain Payne, who resigned, seemingly due to the lack of co-operation between the executive of the company and some branches. I was voted in as Master – it didn't take too long to be reallocated by other branches to "Acting" Master – how can I be acting Master, it isn't a variety show!!

There seems to be an apparent distrust for anything north of the Bombay Hills from other branches. This can do no good for the New Zealand Company of Master Mariners.

I did not stand for re-election as Master, partly because of the above and partly because I believe that the Master and General Secretary should be from the same port, for easier executive action and communication.

I would like to thank the General Secretary, Captain Bill Compson for his support over the last 10 months.

N. Ben Johnson
Master Emeritus
New Zealand Company of Master Mariners

Whilst the threat of shakes and tremors seems to have diminished somewhat, Christchurch is now dealing with the aftermath of our earthquakes. The terms "EQC" and "Insurance Companies" have now joined other profanities in the dictionary, and the 'stiff upper lip attitude' following the quakes, has, for many affected people turned to frustration, as they continue to battle to maintain their equity in their properties. The grand plan for Christchurch City centre, dreamed up by the powers that be, has done little to appease the misery of those still struggling in the Eastern Suburbs and the Port Hills.

As a branch, we have lost three members who have moved to the North Island, including past Branch Warden Richard Knight, and long-term committee member Graham Broome. We also lost Henry Cox, who died earlier this year in bizarre circumstances, as both he and his wife died on the same day in different hospitals in the Christchurch area. Henry was a well known identity, and retired as a Master in the Union Company. On the positive side, however, we welcome John Parsloe as a new member of our branch.

We are unfortunately still without a branch newsletter, as no editor has been forthcoming, but the newsletters from the other branches are always well received by our members when circulated. We are slowly building up our activities, despite opportunities and venues still being somewhat restricted. We endeavoured to institute an informal monthly lunchtime get-together which has, I am sad to say, slowly ground to a halt due to lack of support. We are trying another plan along the same lines to attract members, which we hope to report on next time.

Our annual dinner at the Chateau on the Park in early July was a great success with 27 members, wives, and some Engineers Institute members, partaking in an excellent meal, and a wine bill which made the branch treasurer tremble! It is probably fair to say that for a while the future of the branch was "teetering" on the brink, and we hoped that good support of members at the AGM was essential for the future. I am delighted to say that the turnout at the meeting was the best for some time, and positive discussion meant we could move forward as a branch. We welcomed Mike Stammer onto the Committee and we also were very pleased that Robert Kerr accepted nomination for deputy warden, the first such nomination for some years.

So Christchurch is still hanging in. Kia kaha, as they say.

Geoff Swallow, Christchurch Secretary



LETTERS



Mongolian Enigma

Sir,
The speaker at the June monthly meeting of the Wellington Branch was Divangar Sangaa. Divangar, who has since returned home, is a veterinarian from Ulan Bator, the capital city of Mongolia, who was in New Zealand to improve his English.

His talk, aided by a Power Point presentation, was very interesting and informative. All who attended the meeting now know much more about Mongolia, how a third of the population still lead the traditional nomadic life and how a yurt (tent) is still their main accommodation and shelter.

Not knowing much about Mongolia prompted me to do some very superficial research.

This landlocked country, about the size of Alaska and bordering on Russia and China, has a population about three quarters the size of New Zealand's. It does however enjoy the potential wealth of enormous mineral deposits.

What stopped me in my tracks was the fact that the country has 57 vessels on its maritime register. 44 of these are foreign owned and the balance home owned. In a country without access to the sea and only a lake and a couple of rivers which freeze over in winter it seemed ironical to me when I thought of New Zealand with its 15,000 kms of coastline and many ports which has only 15 vessels on its Register of which 12 are either foreign owned or registered. How can this be? And what has happened in the last sixty years to bring us down from an estimated 80 vessels owned and manned by New Zealanders to the paltry number which exists to-day?

Someone must have the answer.

KEN WATT

DID IT HAPPEN?

Sir,
I recall many years ago reading that during the latter part of WW2 a Japanese submarine surfaced near the New Zealand flagged barque *Pamir* somewhere in the mid-Pacific ocean. The story stated that the submarine maintained a parallel course, a few cables off, for a time while her crew were each given the chance to come up on deck, apparently to view the ship under sail.

Any concern aboard the *Pamir* about what would happen next was allayed when the submarine commander saluted, vacated the bridge and shortly after submerged and was not seen again. The view expressed was that as the submarine commander being also a professional seaman appreciated the chance of viewing one of the world's last tall sailing ships. He was certainly not going to go down in history as the one who sunk or damaged one of the last great, still trading sail vessels extant in the world, regardless of her flagged nationality.

This was mentioned at the club a month or two ago by an old naval acquaintance who asked me about it. Although I remembered the news report, which must have surfaced when I was still a teenager, I have no first-hand knowledge nor even if it was true.

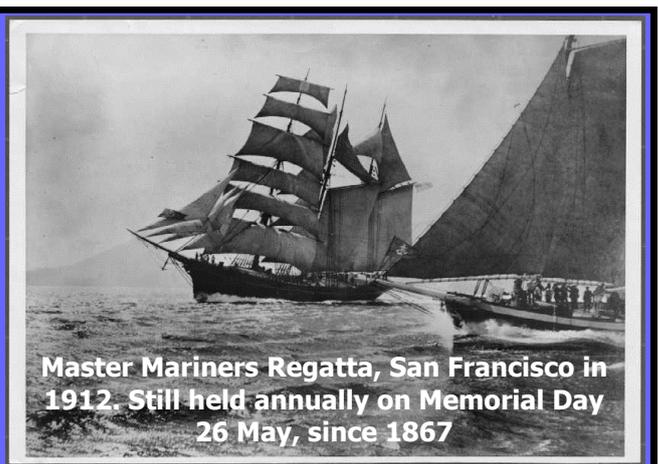
I have sailed with, many of the *Pamir* men and knew others over the intervening years but, as is so often the case, never mentioned this particular aspect and now it is probably too late for first-hand, personal confirmation.

If any of your readers' know anything about this or can either discount it or confirm its accuracy I would like to hear from them through your columns.

Terence Vangioni.



Venice Historical Regatta held annually since 1315 on first Sunday in September.



Master Mariners Regatta, San Francisco in 1912. Still held annually on Memorial Day 26 May, since 1867



NO GRAVE BUT THE SEA

A Roll of Honour for the New Zealand Merchant Navy may be viewed at

<http://www.nzhistory.net.nz/war/the-merchant-navy/roll-of-honour>

This site records the names of seafarers who died while serving in New Zealand merchant ships and New Zealanders known to have been lost while sailing under the flags of other countries (mainly Britain). It currently contains 135 names (or 131 if the four Australian nationals are excluded .)

The exact number of New Zealand Merchant Navy war deaths will probably never be known with certainty; the recording of personal information, next-of-kin and service in the Merchant Navy was not as comprehensive as it was for the armed forces, and it is likely that some New Zealanders were counted among general British and Allied losses. The roll does not include DEMS gunners (who were naval or army personnel serving aboard merchant ships) or former merchant seamen in naval service. If readers have additional names, corrections or comments please email:

neill.atkinson@mch.govt.nz

The NZ History archive covers The Merchant Navy in both WW1 and WW2 under 10 illustrated headings.

Roll of honour names are listed in broadsheet format under these headings.

- * **Name**
- * **Age**
- * **Rank/Rating**
- * **Date of Death/ Loss of Ship**
- * **Ship (UK-flagged unless stated)**
- * **Place of Death/ Loss of Ship**
- * **Cause of Loss (German forces unless stated)**

Captain Henry Cox

Both Henry Cox, and his wife died earlier this year on the same day in different hospitals in the Christchurch area. Henry was a well known identity, and a retired Master in the Union Company, not long before that Company sadly self-destructed. He lived in Oxford in the north Canterbury area, and was involved in many local organisations. He was a regular at our Christmas function. The Company sends condolences to his friends and family.

Dr. J. Frew

Dr. Frew was the Port of Auckland Medical Officer and a long time honorary member of the Auckland Branch. He was a most interesting character and as a young man had fought with Wingate's famed Chindit forces during WW2 in Burma. He had a fund of fascinating stories. The Company extends sympathy to his family and associates.

CROSSING the BAR

*Sunset and evening star,
And one dear call for me!
And may there be no moaning
of the bar,
When I put out to sea,*

*But such a tide as moving seems asleep,
Too full for sound and foam,
When that which drew from out the boundless deep
Turns again home.*

*Twilight and evening bell,
And after that the dark!
And may there be no sadness of farewell,
When I embark;*

*For tho' from out our bourne of Time and Place
The flood may bear me far,
I hope to see my Pilot face to face
When I have crost the bar.*

Alfred Lord Tennyson 1809-1892



Unum nunc Sileo. Requiescat in Pace

No man is an island, entire of itself; every man is a piece of the continent, a part of the main. If a clod be washed away by the sea, Europe is the less, as well as if a promontory were, as well as if a manor of thy friend's or of thine own were: any man's death diminishes me, because I am involved in mankind, and therefore never send to know for whom the bell tolls; it tolls for thee.

John Donne (1572-1631),



City of Auckland Arms

AUCKLAND BRANCH WARDEN'S REPORT 2012

Captain Mike Lock Branch Warden

Compiled by Deputy Warden in Warden's absence.

The Anzac Day wreath laying at the Auckland War Memorial Museum, in memory of the Merchant Navy war dead, continues to be observed by this branch. A specially prepared wreath will be laid by Captains Ewbank and Neill at the mid-morning Civic Ceremony on Anzac Day, 25th April.

Continuing in similar vein, Captain Frankland and others attended a service at the Auckland Maritime Museum in commemoration of Merchant Navy Day, 3rd September, and participated by reading a text titled "In Honour of Merchant Navy Ancestors", and by laying a wreath at the Merchant Navy plaque in the Oceans Apart Gallery.

Branch meetings throughout the year have been held at the Commerce Club, with enjoyable dining and interesting guest speakers following the business part of the meetings. Catering continues to be of a high standard, with the price maintained at \$25 by subsidy. However, a long overdue price increase looms this coming year.

Guest speakers included:

Mr Bruce Berry of HMNZ Customs.

Laurie Davidson, CNZM, Yacht Designer, of America's Cup fame.

Chevalier Leslie B Jones, GCR, KCSM, who talked on Scottish Heraldry.

Mr Philip Fry (deputy warden's brother-in-law, engaged in desperation), on the search for "Bigfoot" and other adventures.

Post-meeting accounts of these talks are contained in the relevant Branch Newsletters, which publication continues to reach high standards of format and

interest, thanks to the editor Captain Max Deane.

Apart from our ordinary branch meetings, members and their spouses have enjoyed two elegant social functions this past year. The first, initiated by a suggestion from Cdr Larry Robbins, our first and valued, naval member, and followed through by the deputy warden Capt Ted Ewbank, was to welcome Rear Admiral Roy Clare, the newly appointed Director of the War Memorial Museum, to the professional maritime community of Auckland. The formal dinner was held at the Northern Club on 2nd November at which Admiral Clare addressed all present with an entertaining account of his career. The dinner was co-hosted by the Institute of Chartered Shipbrokers of which our member Captain Bob Hawkins is local President, and who took this opportunity to mark their Centenary Year. Members of the Royal Institution of Naval Architects and the Nautical Institute also attended. Unfortunately we had no interest from members of IMarEST, although these were included in the invitation to co-host the dinner. Admiral and Mrs. Clare were entertained at the Master Mariners' table.

The second social function was our Branch Annual Christmas Dinner, which was also held at the Northern Club and enjoyed by 37 members and spouses.

The branch has continued with its support for the education of masters and mates through the initiatives of our members Captains Chris Barradale and Kees Buckens, Senior Lecturers at MIT New Zealand Maritime School. In November last, a scholarship prize of \$1000 was presented to graduating 2nd Mate Joseph Cross by the Warden Capt Frankland in the presence of branch committee members, representatives of Holland America Lines and others.

Membership Certificates were issued to Captains Aseri Qio, Gerry Wright and Martin Burley. A Certificate of Life Membership was presented to Captain Mike Lock. A Certificate of Membership was presented to Commander Larry Robbins upon his acceptance of full membership of the Company in accordance with the revision of Rule 4 allowing for Naval Officers to become full members subject to certain conditions. Our heartiest congratulations to all of the above members.

Branch membership numbers now stand at 99 total, consisting of:

89 Members.
5 Life Members
1 Associate Member
3 Honorary Members
1 Friend.

With regard to this, the Auckland Branch last year initiated a change to Rule 4 instituting new grades of membership in the interests of our continuing endeavour's to invigorate the membership and activities of the Company. The motion was put to the Company Executive and the immediately following AGM last year, and was passed with one member objecting to the provision for accepting Naval Officers into full membership (i.e., Lt. Cdr. and above having had command of a significant naval ship). Therefore, in good faith, we made use of the new rules. However, we have subsequently been advised that insufficient notice was given for a rule change, and the motion is to be put again at this year's round of Company meetings in August.

Last month we were asked, through the Deputy Warden Auckland Branch, to provide a speaker to give a short address at a General Transport conference in Wellington. The topic was to be on maritime transport safety, and was to be inserted in the mainly rail and ports conference in view of the recent "Rena" incident. We passed the request to Wellington. Unfortunately we failed to "field" a speaker. Let us hope that we don't pass up similar opportunities to extend our professional reputation and influence in the future.

Finally, we thank the outgoing branch committee for their attendance to the needs of the branch, and for ensuring a successful year of branch activities, and look forward to an equally active and interesting year under the guidance of the incoming committee.

Edward E Ewbank, Deputy Warden

On behalf of John Frankland, Warden.

*Note that some categories of membership are subject to reconfirmation at the next Company AGM in August.

AUCKLAND BRANCH MEMBERS

Allen R M (Dick)
Barradale C (Chris)
Baxter J D (John)
Bedwell A R (Ray)
Bishop E C M (Eoin)
Briand J P (John)
Buckens C H M (Kees)
Burley M. (Martin)
Chesney J M (John)

Clarke G P (George)
Colaco D B (Douglas)
Compson W (Bill)
Cornwell J W (John)
Curnow K M (Ken)
Davis R. G. J. (Richard)
De Jong J (Jaap)
Deeney J A (John)
Dundas M (Martin)
Dundas V W (Vie)
Edwards J N (Nick)
Ellis J (Jim)
Entwistle P (Peter)
Erakovic M (Mladen)
Ewbank E E (Ted)
Ewings D R (Dave)
Forbes A (Alister)
Frankland J E (John)
Gibson J A (Sandy)
Goodwin R (Bob)
Gray Q W V (Quintin)
Greig T R H (Tom)
Handley D W (Don)
Hawkins R J (Bob)
Hebden J (Jim)
Hibberdine W J (Brooke)
Holbrook J (Jack)
Hunter R A (Rick)
Iles D H T
Irvine J S (Stewart)
Johnson B. M. (Ben)
Kershaw T M (Tim)
Kilpatrick R A (Robin)
King P E C (Peter)
Lorraine R D
Lott R J (Rod)
Mack R (Robbie)
Marriage A C
Martin J H (Jens)
Mcgill J D (Don)
Mckenzie R L (Ron)
Moore A (Tony)
Morgan D R (Dave)
Mulgrew K J (Ken)
Munro H M (Hugh)
Neill D (Dudley)
Parker S J (Steven)
Payne A D (Tony)
Pevy H S (Hugh)
Post R M (Mac)
Proctor K A (Ken)
Qio A V (Aseri)
Ratcliffe M J (Malcom)
Robinson P D (Peter)
Robbins L (Larry)
Ross W W (Bill)
Shaw J (Jim)
Sims P J (Peter)
Skrine J R (John)
Smith G B (Gordon)
Smith R B (Roger)
Speller R M
Stanaway J M (Jim)

Sutherland R A (Ross)
Swan R J (Dick)
Taylor C J (Chris)
Taylor H K H (Keith)
Taylor J L (John)
Thompson C B (Barry)
Torgersen J. (Jon)
Wade M J (Mike)
Watt D W (Dave)
W Avish P J R (Peter)
Wheeler N A (Neil)
Wheeler W B (Brett)
Williams B M (Brian)
Wilson A N (Alick)
Wilson R L (Ray)
Wood C F (Chris)
Wright G (Gerry)

LIFE MEMBERS:

Deane M B (Max)
Gates A (Tony)
Kelner F A (Fred)
Lock M J (Mike)
Varney J T (Jim)

HONORARY MEMBERS:

Rev. W Law (Bill)
Farquhar I (Ian)
Davies P (Piers)

ASSOCIATE MEMBERS

Bull S
Ferenczy R R
Pigneyguy M

WARDEN:

TED EWBANK 09 520-3120

DEPUTY WARDEN:

BEN JOHNSON 09 535-4077

SECRETARY:

JOHN FRANKLAND 09 5244-493

TREASURER:

CHRIS BARRADALE 09-523 5052

**AUCKLAND BRANCH MEETINGS.
THURSDAY EVENINGS, EXCEPT
BEFORE HOLIDAY WEEK-ENDS IN THE
COMMERCE CLUB 27 OHINERAU
STREET, REMUERA.
CONFIRM DATES WITH THE
SECRETARY**



**The Sky Tower overlooks the Port's of Auckland main container terminal.
Like the casino below the Tower the Queen City never really sleeps.**



City of Christchurch Arms

CHRISTCHURCH BRANCH WARDEN'S REPORT 2012

Captain R. A. Cooke Branch Warden

Fellow Master Mariners, I have the pleasure of presenting this Annual Report for the Christchurch Branch of the Master Mariners for the year ending 31st March 2012. The quakes have continued; putting stresses and strains on many of our members. It is with regret that I have to report the death of Captain Henry Cox. A number have had to change address and unfortunately we have lost the following from our membership due to moving to the North Island - namely Captains' J T Owen, R. Theobald and G. Broom. On a better note we have welcomed Captain T. Veitch to our fold. Captain W. Oliver has moved to Auckland but remains on our membership list. Our membership now stands at 41 including one life member and two honorary members.

It is interesting to note that thirty percent of our members live outside the Christchurch area and consequently are unable to attend meetings and therefore unable to be part of the regular activities of the branch.

ANNUAL GENERAL MEETING

The 52nd AGM of the Canterbury Branch was held at the Cashmere Club on the 30th April 2011 with eight members present. Office bearers and committee were duly elected with myself being elected Warden but no deputy available for election. The meeting spent quite considerable time on the subject of the *On Deck* magazine and its way forward for funding.

COMMITTEE MEETINGS

Five meetings have been held at the Secretary's home due to earthquake damage at our usual meeting place. My thanks to Geoff for having us, and meeting in the comfortable surroundings. Attendance has been good with six or seven members on each occasion.

At the request of one of our members, we have commenced a monthly meeting for those who would like to have a lunchtime chat over a drink and a meal

- wives and other family members are also very welcome. The meeting is every second Tuesday of the month and at present held in the Speight's Alehouse in Ferrymead. The committee also organized an Annual Dinner held at the Chateau on the Park Hotel on the 29th of September. The number of attendees was 25 and also coincided with Dorothy Twomey's 90th birthday. The occasion was thoroughly enjoyed by all attending. This was cancelled from the usual date in June due to another sizeable earthquake and the Canterbury Club being out of use.

The Christmas function was organized for a BBQ at Orton Bradley Park on 4th December but had to be cancelled because a very bad weather forecast.

Again the subject of the *On Deck* magazine came up at most meetings as no common ground seems to be reached on its publication or funding with other branches. It is still the position of this Branch that there must be two printed editions each year to be able to move to achieve a much bigger and better profile for the Company.

Unfortunately the committee has been unable to replace Captain J. Twomey as our newsletter editor.

ACKNOWLEDGEMENTS

I would like to acknowledge the work of all the Committee, especially Geoff Swallow for hosting our meetings, the large amount of work going into communications, distributing minutes, news items, and *On Deck*, and keeping control of correspondence. I also thank Richard Henshaw for his work as Treasurer.

R. A. Cooke

CHRISTCHURCH BRANCH MEMBERS

Albury, Peter
Anderson, Andy
Baugh, Chris
Bennett R J
Broom, Graham
Clarke, John
Cleaver, John
Coates, Hugh
Cooke, Alan
Daish, Darrel
Enberg, Olle
Galer, Bill
Gordon, Harold
Hadley, George

Halloran, Mike
Henshaw, Richard
Johnson, Brian
Jones, Dave
Keer Keer, Robin
Kerr, Robert
Laing, Joanne
Marshall, Ken
McNab, Brian
Meads, Barry
Mounsey, Len
Parsloe, J C
Oliver, Bill
Pearson, Malcolm
Pearson, Mike
Rea, Peter
Siddall, Bill
Stammer, Mike
Swallow, Geoff
Twomey, John
Veitch, T T
Waddingham, Doran
Walker, Katherine
Webb, Mike

Whiteley, Tony
Wilson, David

HONORARY MEMBERS
Hill, Geoff
Woodward, John

WARDEN:
ALAN COOKE 03 389-5536

DEPUTY WARDEN
ROBERT KERR

Secretary:
GEOFF SWALLOW 03 3326 368

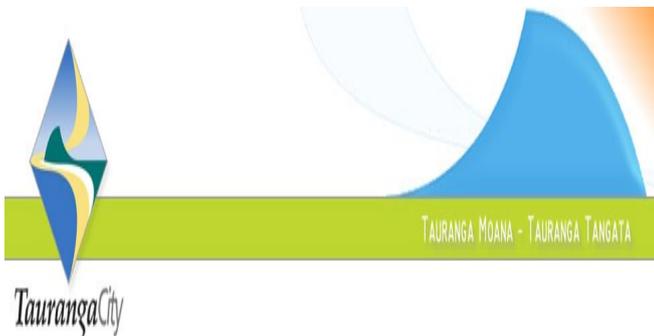
Treasurer:
RICHARD HENSHAW 03 3388-551

**CHRISTCHURCH BRANCH MEETINGS
ARE HELD ON AN IRREGULAR BASIS
AT VARIOUS VENUES.**

**CONTACT THE SECRETARY FOR MORE
INFORMATION**



**Port of Lyttelton still in high commercial mode despite the damage caused by the recent earthquakes.
Looking across Gladstone Pier to Cashin Quay, past the container terminal and down harbour
towards the heads.**



TAURANGA WARDEN'S REPORT 2012

Captain T.J. Wood Branch Warden

The year started with the controversial decision by the Auckland Branch to alter Rule 4 of our constitution to allow Naval Officers above a certain rank to become full members of Master Mariners. The procedure required for changing our rules was not adhered to and I voted against the proposal. At our next Tauranga meeting, I asked the members if I had voted in accordance with their wishes. They were unanimous in agreeing with my decision. The change to the rules is now being correctly brought to the AGM in August of this year 2012. I emailed all branches asking them to provide individual proxy votes confirming their opinion of allowing naval officers into the Master Mariner's Association.

The grounding of the *Rena* has been forefront in our thoughts but the denial of Visas allowing the wives of the Captain and Chief Officer to New Zealand is disgraceful. Letters to the papers and the Prime Minister were of no avail and reflected badly upon our international image which is supposed to be "clean, green and caring". Perhaps that is why the ACC Dept elected to pay for the funerals of the crew members of the *Oyang V* who drowned 400 miles off the New Zealand coast, well outside our national waters.

The Merchant Navy day was again held at Sulphur Point and was extremely well organised thanks to the efforts of Tony Watson and Ken Camp who has since become one of our members. Unfortunately I was not able to attend but the reports from those attending indicated that the whole ceremony was conducted with a reverent and feeling manner.

On a happier note, our Christmas Dinner was held as a luncheon at The Armitage Hotel which was well attended by members and wives who were most appreciative of the venue and the standard of food. I sent a letter of thanks to the management of the hotel on behalf of members, as I am sure they would wish to return the following year.

Our annual barbeque this year was held at the Warden's home and was very well attended and if the level of noise was anything to go by, everyone had a

really great time.

We were most fortunate to have the Maritime NZ representative; David Billington came to our meeting and gave a talk with slides on the *Rena* disaster. It was interesting to have background details of decisions made by the Salvage Company involved. David had exceptional slides showing the broken and twisted remains of the *Rena*, the containers hanging still secured at incredible angles and the gigantic seas which built up around the Astrolabe Reef and slammed the ship. David has kindly offered to give a further talk with more information in a couple of month's time. I am sure this will be well attended.

Anzac day was attended by six of our members for a ceremony at the Cenotaph at the Mount. A fine morning and a full pipe band in attendance added to the reverence of the occasion and members afterwards retired to the RSA.

It is my opinion the actions of the unqualified personnel of the Maritime NZ have done little to promote the interests of the New Zealand nautical scene, which is not surprising considering the few personnel with nautical qualifications in positions of authority. The *Rena* debacle merely outlines the stupidity of having persons in charge of an important Ministry who are not qualified in nautical matters.

Tim J. Wood

TAURANGA BRANCH MEMBERS

Armstrong Ian G. (Vikki)
Barbour John A
Bindon John (Helen)
Bowen Melvyn
Camp Kenneth
Clarke Ian (Monica)
Commons Bernard (Sue)
Culleton Richard (Anke)
Dennison Gavin L (Jill)
D'Mello Gus (Pamela)
Fowler Geoffrey (Gale)
Frank Nicholas H
Gilchrist Tom R (Lyn)
Gregson John S (Mary)
Hubbard Ted L (Rochelle)
James Bob D (Carol)
Johnson Peter F (Hilary)
Jones Peter J (Lesley)
Likos Bill (Madelaine)
McMaster James R (Betty)
Magazinovic Carl (Christine)
Morris Chris S (Ellen)
Read Gordon M (Leela)
Rechenberg Gerhard (Maria)

Roberts Jennifer (Ken)
Rutherford Gordon (Heather)
Sayle Derek E (Marjorie)
Spencer Clive (Sharon)
Watson Tony G (Susan)
Weston John A
Williams Dave (Helen)
Wood Tim J (Kay)
Wyld Bob (Rae)

HONORARY MEMBERS:
Hill G D
Woodward J L

WARDEN:
TIM WOOD 07 5526 400

DEPUTY WARDEN:
TONY WATSON 07 5754 226

SECRETARY:
GORDON RUTHERFORD 07 5757 422

TREASURER
GUY DENNISON 07 5444 196

**TAURANGA BRANCH MEETINGS
ARE HELD IN ENVIRONMENT BOP'S
BOARD ROOM 6 RATA STREET
MT. MAUNGANUI
CONTACT THE SECRETARY FOR DATES
AND TIMES.**



Morning mist slowly dissipates and reveals the attractive panorama of a quiet day at the picturesque Port of Tauranga. New Zealand's busiest port.



City of Wellington Arms

WELLINGTON BRANCH WARDEN'S REPORT 2012

Captain Ronald A. Palmer Branch Warden

At March 31 2012 the total membership of the Wellington Branch was 65 members. This comprised of 23 Full members, 22 Retired members.

2 Life members, 9 Country members

3 Honorary members and 6 Associate members.

Regretfully the Branch has decreased by four during the year under review. Three full members, namely Captains Tim Burfoot and Tor Hellesland resigned in October. Captain Burfoot has retired and shifted to Blenheim. Captain Hellesland resigned as his work commitments with the Interisland Line prevents his attendance at Branch meetings. Captain Neil Gilstrom resigned for health reasons in March this year. A Life Member of the Company, Captain Edgar Boyack who was well known as the Chief Examiner of Masters and Mates and Nautical Advisor to the Crown during the days of the NZ Marine Department passed away in April 2011.

Captain John Brown, past Master of the NZ Company of Master Mariners and also Warden of the Wellington Branch was deservedly made a Life Member at the AGM of the NZ Company held at Auckland in August 2011. Captain Brown has been a member of the Company for some 46 years.

Diminishing membership of the Company is of serious concern and an excellent leader article written by it's Editor, Captain Nic Campbell, in the latest edition of *On Deck*, the official magazine of the NZ Company of Master Mariners, gives good prominence and highlights this problem that does not seem to have an answer.

New Zealand hardly has a merchant fleet of vessels. In the 1960s Union Steamship Company had a fleet of some 74 ships and this number was extended by other NZ shipping companies such as Holm Shipping with six ships, Richardson's Company with four ships. Canterbury Shipping Company with a similar number, Northern Company with six ships, Anchor Company with six ships and then there were the small shipping companies such as Frankham's of

Auckland, South Taranaki Shipping Company with the three cheese boats trading out of Patea. Wanganui had a one ship company as did Gisborne. Also there were a number of small vessels known as the mosquito fleet trading out of Wellington to ports in the Nelson/Marlborough districts. The merchant fleet exceeded some 100 ships and The NZ Company of Master Mariners had a flourishing membership. It was not unusual for Branches of the Company to be invited to cocktail functions aboard suitable foreign vessels visiting their ports.

Reflecting back on history does little good for increasing membership but members are urged to encourage their colleagues who have the required qualifications to join the Company. Further, it should be remembered that those with 2nd Mates certificates are now warmly welcomed as Associate Members, who will hopefully go on to become full members when they attain their Masters Certificate.

During the year under review the Wellington Branch had regular monthly luncheon meetings from March through to October. The meetings continue to average 23 members and an interesting array of informative and entertaining speakers were obtained by the Branch Secretary, Captain Graham Williams.

One particular speaker who enlightened and surprised some of our members of the living and social conditions aboard many of the modern ships was the Rev. Bob Peters, Padre for the Wellington Mission to Seaman. The Rev Peters is also an Associate member of the Wellington Branch and a regular attendee of the monthly meetings.

Bob probably surprised many of our members by describing the living conditions on many of today's container ships where the master, officers and crew live in a cramped tower block abaft the stern post. These tower blocks are designed to occupy deck space of no more than a 40 foot container. Gone are the days of carpet or mats on the decks of officers or crews cabins. The crews are small of number and have single berth cabins which are likened to sparse prison cells, perhaps worse, as they do not have the luxury of under floor heating as do the modern day prison cells in NZ. More often the crews are of different nationality speaking different languages which makes conversations extremely limited. Thus their cabins become a form of solitary confinement. The miserable accommodation is not limited to over-seas container ships and it may surprise some that the NZ coastal tanker of approximately 27,500 gross tons manned with NZ officers and crew and operated on behalf of the four oil companies does not have carpet or mats in the accommodation. This is not for some misguided reason of fire or safety protection it is meanness and shows complete disregard for crew comfort by the oil companies. Reflecting on the above, it is not surprising that there is a chronic shortage of seafarers throughout the world.

MERCHANT NAVY DAY AND
THE NZ COMPANY OF MASTER MARINERS

Merchant Navy Day was celebrated on September 03 2011 at various ports in New Zealand. The Wellington service was organised by the Department of Internal Affairs and held at the National War Memorial. The Royal NZ Navy had a very high profile at the service, Rear Admiral David Ledson gave the prologue and the flag bearer of the NZ Merchant Navy flag was also a uniformed officer of Royal NZ Navy. This is very curious protocol and does not seem to be the correct etiquette even though the Royal Navy often provided the escorts for the convoys during war time. There is not an easy answer to this but the Merchant Service should have a higher profile at the service for this special day. The Wellington Branch of Master Mariners were well represented and a full report can be found on the NZ Company of Master Mariners website.

This website is administered by Captain John Brown and the NZ Company should appreciate the professional job that he does. Members are urged to show more interest and contact Captain Brown with any information or articles that they may consider of interest for the site. Likewise for the editor of *On Deck*, Captain Nic Campbell, who would also appreciate articles of interest that can be considered for publication in the official magazine.

In conclusion much appreciation is extended to the committee which been of grateful assistance in assisting with Branch business. Special mention is made of the work our Hon. Secretary, Captain Graham Williams, and the Hon. Treasurer Captain Cor van Kesteren do throughout the year. Without their efforts the Branch would not have run so smoothly.

R.A.J Palmer.

WELLINGTON BRANCH MEMBERS

Attwood F.P. (Peter)
Austin J.C. (John)
Banks S.A. J. (Stephen)
Birchall D.W. (David)
Bird R.P. (Robert)
Box G.R. (Bob)
Boyes D.W (David)
Brown J.A. (John)
Cagney P.E. (Peter)
Campbell N.T. (Nic)
Campbell A.T.V. (Angus)
Colebrook R.A. (Ron)
Curd D. J. (David)
Date R.A. (Tony)
Drake P. J. (Paul)
Dutch G.P. (Graeme)
Gibb A.G. (Alex)
Glyde J. (Jim)
Good E.V. (Eric)
Grover H. (Harkesh)



**Captain Ifor Owen and Captain Lou. Robinson
placing the Company's wreath at the National
Cenotaph in Wellington on Anzac Day,
Wednesday, 25 April,**

Hagen D. (David)
Henderson L (Lew)
Hermans J.W. (John)
Hill I.M. (Iain)
Hogan J.P.B. (John)
Hutchings W. J. (Jack)
Irwin J. (Jack)
Kerswill J. R. (Roger)
Lackey I. G. (Ian)
Lange H. J. (Howard)
Legge A.J.M. (Tony)
Lillico J. A. J. (Julian)
Macalister A.F. (Alistair)
Mackay I.M. (Ian)
Macmorran G.H. (Hamish)
Mansell J.N.K. (John)
Mason C. A . (Clyde)
Monks D.G. (Douglas)
Mouat W.D. (Bill)
Nicol G.T.H. (Tim)
Osmond W. J. (Wayne)
Owen I.B. (Ifor)

Palmer R.A. J. (Ron)
Peters R. (Bob)
Pryce M.H. (Mike)
Robertson W.A.H. (Sandy)
Rowling T.I. (Tom)
Satur B. (Brian)
Shepherd G.P. (Graeme)
Short R. F. (Rod)
Sinclair J.E. (John)
Smith C.D. (Charles)
Smith T. (Trevor)
Stacey P.M. (Peter)
Stott R.H. (Bob)
Thomson W. (Warwick)
Truscott D.B. (David)
van Kesteren C. (Cor)
Watt K.D. (Ken)
Williams G.C. (Graham)
Williamson J.D. (John)
Withington J.M. (John)
Wood G.D. (Gordon)
Wood W. A. (William)

WARDEN:
RON PALMER 049707 856

SECRETARY:
GRAHAM WILLIAMS 049043 180

TREASURER:
COR VAN KESTEREN 04 3899 900

**WELLINGTON BRANCH
HOLDS MONTHLY LUNCHEON
MEETINGS EVERY SECOND
WEDNESDAY AT NOON IN THE BAY
PLAZA HOTE, 40 ORIENTAL PARADE.
ANNUAL DINNER AND SOCIAL IS HELD
EARLY IN DECEMBER.**
See also
www.mastermariners.org.nz

As this issue was going to press we were advised of the death of Captain Neil Gillstrom. Neil had been a Wellington member. His obituary will appear in the next issue of *On Deck*.



Port of Wellington from Mount Victoria



Start of annual Easter Sunday keel yacht race from Wellington's inner harbour.



Volvo Ocean Race fleet head for the Southern Ocean from Wellington at the start of Leg 4.

A SCRUTINY OF MARITIME ACCIDENT INVESTIGATION

Captain A. J. M. Legge - Retired MNZ Chief Accident Investigator

The investigation of transport accidents by government or quasi autonomous government agencies is fraught with contradictions and competing points of view from a myriad of interested parties.

First of all there is an expectation from the public that the process will be fair and that it will result either in justice or safety improvements that will benefit everyone connected with the industry.

To this end most industries put in place some form of process that will achieve the above aims.

Let us look at the stake holders in a maritime accident. The Minister expects a report that is timely, accurate and one that will not be politically embarrassing.

The CEO of the reporting agency wants a report that will reflect well on the agency. The investigator wants a report that reveals the truth, is comprehensive and ends with credible recommendations. Those involved in the accident want a report that exonerates them from blame. The families of any injured parties want their version of justice. The owners of the transport want the financial fallout to be as insignificant as possible. The news media want a dramatic story. The lawyers on at least two sides want their sides to win and for both sides to be financially able to fund any legal costs and expenses.

At first glance it would seem that these conflicting requirements cannot be resolved and indeed this is the case.

Perhaps the biggest contradiction is the idea currently prevalent in the majority of Western administrations that no investigation that hopes to elicit the truth can do so unless its mandate precludes conclusions that apportion blame. The same administrations have, paradoxically, passed civil and criminal laws that set out in some detail the standards of competency that must be met and the penalties that will be imposed on those who fail to meet those standards. The arguments for an investigation that may conclude with a prosecution are that it:

- Gives effect to legislation.
- Has a deterrent effect for those who believe in punishment.
- Satisfies the victims' family who usually expect someone to be held responsible and dealt with appropriately.

- Answers criticism that an investigation "has no teeth."

- The argument for an investigation that lays no blame are that:

- Witnesses will not be inclined to withhold information that might incriminate them but which might be vital to an understanding of the investigation.

- Less incentive to "cover up" an accident by not reporting it.

- It is against this backdrop that accidents are investigated in New Zealand. Naturally the investigator will set out with the altruistic motives that I have outlined for him/her above.

The investigator will interview the survivors and witnesses to obtain the facts to be set out in the form of a series of events which usually have the agreement from everyone who has an interest. Then comes the matter of the circumstances surrounding the accident such as, say, weather, fatigue and training, It is at this point that opinions and vested interests begin to surface. Next comes the contributing factors which have the potential to upset many involved and lastly the most controversial of all will be the cause of the accident which can occasion the most vituperative responses from almost everybody!

The draft report is then sent out to interested parties for comment in case important facts have been overlooked or misinterpreted. Here is the opportunity for correction and partisan opinion. The investigator must spend months, sometimes years, dealing with this criticism in the process of seeking to ameliorate the report. This democratic process is almost always the reason why reports take so long to complete. Indeed, sometimes it is to everyone's credit that a report is produced at all.

You may be interested in some notes that I made when I began investigating to keep me focused on the process:

WHY INVESTIGATE

- To preserve the sanctity of human life.
- To minimise or prevent property damage in future.
- Statutory responsibility to determine the cause to enable countermeasures to be put in place to prevent a recurrence.

- To analyse health and safety compliance within a company.
- To satisfy a Governmental / Official / Financial requirement. e.g. ACC levies, TAIC, CAA, MSA, Insurance claim.
- To analyse the extent to which a company has met its key performance indicators and how closely it has been able to adhere to its stated management practices.
- To satisfy the immediate family and friends of the victim that the cause has been determined and preventative action taken.
- To bring to light any wrongdoing (incompetence or negligence) and to see that justice is done.

CULTURE

Investigation theory – according to Prof James Reason

- Gruyere cheese diagram to illustrate latent & active defence failures.
- Slips, lapses, mistakes and violations.
- Relationship between software, hardware, environment and liveware.
- Process – investigation, recording, analysis, cause determination, remedies.

INVESTIGATION PRACTICE

- Get to the scene fast
- Ask the Police for help to preserve evidence and take details of witnesses.
- Take a camera and tape recorder.
- Assess the technical expertise that you will need.

INVESTIGATOR ETHICS

Interviewing techniques

- Explain interviewee's rights to him/her with the purpose of the interview, self incrimination, the right

to remain silent and the right to legal assistance. Or the lack of blame if that is the case.

- Explain the lawyer's role to him/her.
- Audio/visual record for evidential or report writing purposes.
- Structure of interview with regard to events, conditions and contributing factors.
- The importance of presenting a non-judgemental exterior whilst asking questions that will reveal evidence that, after analysis, will enable judgements to be formed.
- Firmly establish time lines and the circumstances surrounding the events.

REPORT WRITING.

- Key events, conditions, contributing factors, cause, recommendations / opinions.
- Exclude all investigator comment until the recommendations stage.
- Ensure that every word has evidence to support it.
- Make sure that the recommendations are practical and relevant.
- Have your report criticised by your peers before presenting it formally.
- Don't be afraid to pick up the phone and ask the witness for clarification.
- Use the SHELL diagram as an aide memoir to verify that you have covered all the possibilities.

REMEDIES.

Training
 Procedure
 Publicity
 Rules
 Prosecution.



THE UNSUNG HEROES OF THE SEA IN TWO WORLD WARS

P. Andrews

Article reproduced with permission of the Australian Imperial War Museum

The Merchant Navy, as a Service, has no real way of displaying its capabilities. There is no compulsory wearing of uniforms, no street parades led by fine military bands, no pomp or ceremony of any sort to attract the general public or media. The only attention given to the Service is when some catastrophe or other occurs which raises the hackles of the conservationists, and this always seems to be to the detriment of the Merchant Navy.

If a warship is lost, by conflict or by dereliction of duty, we never hear the last of it. If a merchant ship is lost you seldom hear of it. I wonder how many people would consult the Lloyds list of ships lost worldwide in a single year. It runs into hundreds -- ships both large and small, many of them with the loss of all hands and leaving no trace.

Merchant ships of all sizes quietly come and go. They visit ports both large and small across the world, carrying the raw materials of trade, oil and petroleum products and the manufactured goods of industry. These ships journey to and from all countries, and have been doing so for millennia. It is, however, in times of conflict that the Merchant Navy finds itself an indispensable force within the framework of military operations, and even then for safety and security reasons, a low profile is maintained.



AWM J03109. The S.S. *Matunga* carried stores, fuel and personnel of the Australian Navy and Military Expeditionary Force (AN&MEF) to New Guinea, until she was captured and sunk by the German raider *Wolf* in August 1917.

In wartime, nations with extensive global interests involved in such confrontations look towards their merchant ships for sea lift capabilities in the

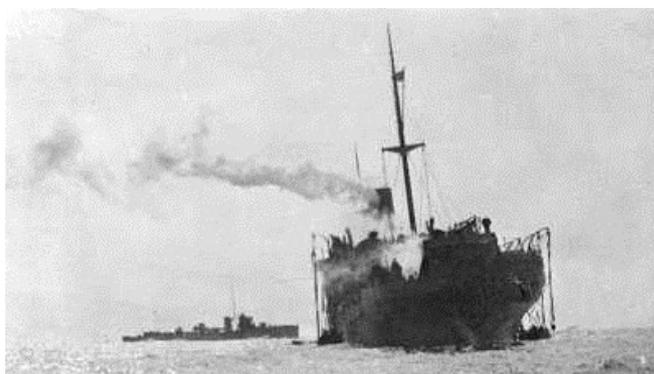
transportation of their military personnel, equipment and supplies to wherever -- and whenever -- they are required; to sustain them for the duration with the necessary arms and ammunition, fuel and food and all the paraphernalia of war; and then bring everyone safely back home again.



AWM H02227. Relatives and friends on the wharf farewelling Australian soldiers on their way overseas.

It was an accepted fact of life that the Merchant Navy would go anywhere it was sent without argument. In the Boer War, it was the Merchant Navy which took all Australia's troops to South Africa and brought them home again safely, but then there were then. no submarines, enemy aircraft or mines to worry about.

In World War 1, the first person killed was a merchant seaman, when his ship, a brigantine, was sunk by gunfire from a German submarine in the North Atlantic.

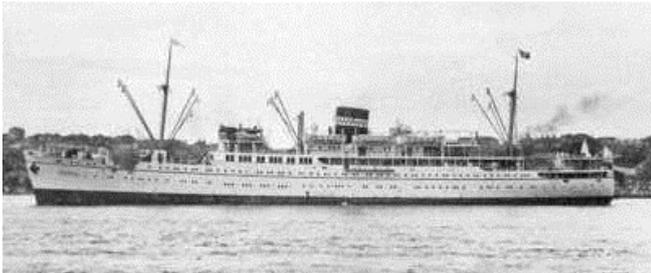


AWM C01592. The WW1 transport *Ballarat* after being torpedoed by a German submarine off the southern English coast. In the background a British destroyer is standing by to take the troops.

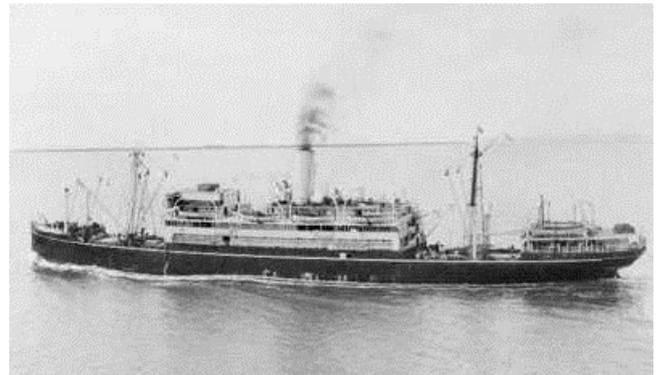
In World War 2, again the first combat fatality was a merchant seaman, when a German U-boat sank the liner *Athenia* off the coast of Ireland -- with a heavy loss of life, both crew and passengers. The last person to die after the cessation of hostilities with Germany was also a merchant seaman, when his ship was torpedoed in the North Atlantic three days after the war ended. Furthermore, we should not forget that the first ship sunk in the Falklands War was the Cunard-owned container ship, *Atlantic Conveyor*, resulting in the death of many merchant seamen.



WM 303003. Starboard quarter view of the Australian coaster *Bingera* which was commissioned into the RAN as an auxiliary anti-submarine vessel during World War 2.



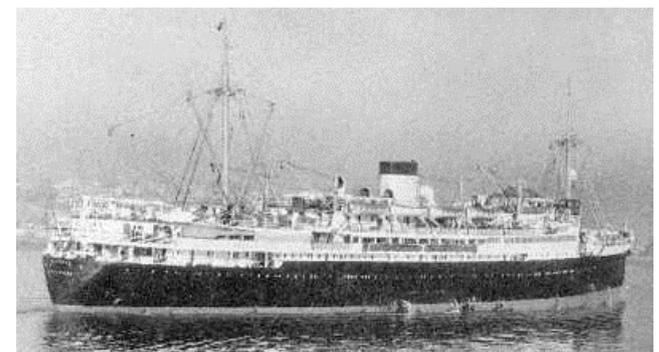
AWM 302324. The merchant ship *Bulolo* prior to being requisitioned for service as an armed merchant cruiser and later as a combined operations headquarters ship.



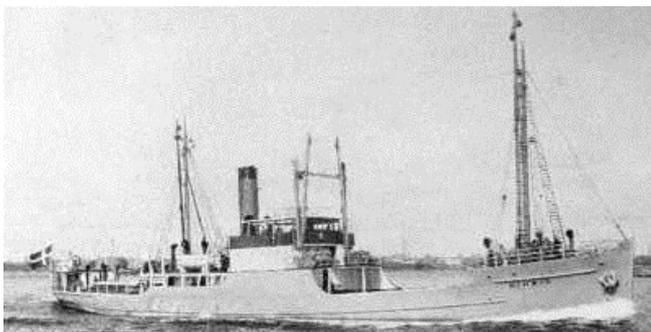
AWM 303741. The Australian passenger vessel *Ormiston* which carried Australian personnel and stores to New Caledonia in December 1941. She was damaged when torpedoed by a Japanese submarine off Coff's Harbour on 12 May 1943.



AWM 301760. The cargo vessel *Yandra* before being taken up by the RAN for service as an auxiliary anti submarine vessel



AWM 303583. The Australian passenger vessel *Manunda* prior to being requisitioned and fitted out as an Australian Hospital Ship in May 1940. As such she was bombed and heavily damaged in Darwin harbour by Japanese aircraft on 19 February 1942.



AWM 303698. The Australian cargo vessel *Nimbin* which was sunk off Sydney on 5 December 1940 after hitting a mine laid by the German auxiliary cruiser *Pinguin*.

It is not generally known that all hospital ships, royal fleet auxiliaries, armed merchant cruisers and most of the so-called Woolworth carriers of World War 2 were crewed by merchant seamen who sailed under the Red Ensign (Red Duster), Blue Ensign and the White

Ensign. Whether they were on passenger liners, troopships, ocean going tugs, cargo ships, cross channel ferries, or fishing boats, the merchant seamen did their job without fuss and very often largely unnoticed.

Merchant ships are not built for war and merchant seamen are not trained for war, whereas naval vessels are specially designed to absorb damage from enemy attack, and their crews are highly trained in damage control and gunnery.

We in Australia and New Zealand commemorate a day which is called ANZAC Day, a day which is set aside to remember and to pay homage to our fallen comrades. This day was born out of the Gallipoli campaign, but I wonder how many people are aware of the involvement of the Merchant Navy in that campaign. The merchant ships took all of our troops to Gallipoli, and in many cases landed our troops on the beach at ANZAC Cove in the ships' lifeboats -- manned by merchant seamen, who also came under the deadly fire from the Turkish guns.



The WW1 troopships at anchor in Mudros Harbour, Lemnos Island.

It is also interesting to note that the great majority of wounded in that campaign were taken in the ships' lifeboats -- with merchant seamen manning the oars -- to the hospital ships which were waiting offshore. The merchant ships evacuated most of our troops from Gallipoli to Alexandria, Lemnos and Cyprus and then transported the wounded home to Australia.

Who could forget the horrors of the Atlantic convoys, in ships which in most instances were completely unable to defend themselves and were at the mercy of a ruthless enemy, day and night, for anything up to a month at a time? Between 1939 and 1945, in the so-called Battle of the Atlantic, nearly 3000 Allied and neutral merchant ships were sunk by enemy action, with a heavy loss of life. Nightmare trips to Archangel and Murmansk, suffering the rigours of an Arctic winter, while under continuous enemy attack, were endured by the crews of the merchant vessels to ensure that essential war equipment, supplies and foodstuffs got through

to our Russian Allies.

Those very hard-fought convoys to the small but intrepid Mediterranean island of Malta, on which so much of the war in the Middle East depended: whether the ships came from Alexandria or by way of Gibraltar, they were under constant attack while trying to keep open the supply lines to the vital beleaguered garrison.

In August 1942, one of the greatest sea battles of World War 2, Operation Pedestal, was fought by 14 merchant ships and a large fleet of naval vessels throughout five days of continuous warfare -- from air and sea, as the fleet endeavoured to get essential supplies to Malta. Why have so many people not heard of this operation? Was it just another convoy of merchant ships? I can tell you this; more men were lost in those five days of fighting than Australia lost in the whole of the Vietnam War.

Generally, a convoy of say 45 ships usually had an escort of about four or five corvettes and maybe one old destroyer. To give you some idea of the importance of this convoy of 14 ships to Malta, we had an escort of two battleships, five aircraft carriers, seven cruisers, 22 destroyers, seven submarines and 14 other sundry naval vessels. Yet, despite this level of support, at the end of the five days, only five merchant ships had survived and three of them were badly damaged.

In the Indian Ocean, the South Atlantic and in the Pacific, the threat of surface raiders and submarines with their mine layers was ever present. Even Australian home waters were not safe; in WW2, 55 merchant ships were sunk by enemy action in the surrounding seas.



AWM 007579. 1941, Tobruk. The effect of a thousand pound bomb on a small merchant ship lying in Tobruk harbour.

Wherever the war was being waged, merchant ships were there taking troops and essential supplies to the heart of the action. The traversing of these supply lines by these vessels and their crews, I think you will agree, was an extremely hazardous occupation. The whole maritime world was their battleground. From the moment they left port, these ships and their crews were at war, not knowing when they might be attacked, blown up or disabled in some fashion. Some statistics of the cost to the Merchant Service in World War 2 deserve some contemplation.

4996 British and Allied ships lost

62933 British and Allied merchant seamen killed in action

4000 wounded

5000 merchant seamen taken as prisoners of war.

Compare this with the 50,758 British and Commonwealth Naval personnel killed in the war. It has been estimated that the Merchant service losses amounted to one in six, compared to the combined armed forces of one in 33. It is also worthy of note that of the total casualties of merchant seamen, only 8.25 percent were wounded but 91.75 percent killed, compared with 79 percent wounded and 21 percent killed in the armed forces.

During the Falklands War, 43 merchant ships were taken up from trade (the first of these within two days of the outbreak of hostilities with Argentina) together with 24 Royal Fleet Auxiliary and Royal Maritime Auxiliary Service vessels, all manned by merchant navy personnel. Merchant ships outnumbered naval vessels in this campaign. Admiral Sir John Fieldhouse, Commander-in-Chief Fleet, said: I cannot say too often or too clearly that without the merchant ships taken up from trade and those remarkable merchant seamen, this operation could not have been undertaken, and I hope this message is clearly understood by the British Nation.

In time of relative peace, merchant seamen are often confronted by the relics of war and at times are required to enter areas of unrelated conflict. These, coupled with the inherent perils of the sea, are all taken in their stride. To those who survived, there is an obligation to ensure

that those who were less fortunate are not forgotten, whether they be shipmates, friends serving in other ships, or simply bound to us by the brotherhood-of-the-sea. We are proud to be known as merchant seamen.

John Curtin, our wartime Prime Minister, said of the merchant seaman: Whenever you see a man in the street wearing the distinctive MN badge, raise your hat to him because without these gallant men the war would be lost.

Winston Churchill said on 27 January 1942: But for the Merchant Navy who bring us the food and munitions of war, Britain would be in a parlous state and indeed, without them, the Army, Navy and Air Force could not operate.

John Beasley, the wartime Minister of Supply and Shipping said on 6 March 1943: With due deference to the splendid services of the armed forces, I can say that the recent operations around New Guinea and the South Pacific would not have succeeded but for the magnificent work and courage of the Merchant Navy.

HM King George VI said: The task of the Merchant Navy is no less essential to the people's existence than that allotted to the Navy, Army and Air Force, and indeed, none of them would be able to operate without these brave men. Finally, in October 1945, a tribute was paid to the Merchant Navy by the British Houses of Parliament which said:

The Minister of War Transport has been informed by the Lord Chancellor and by the Speaker of the House of Commons of the terms of the Resolutions in identical terms passed by both Houses of Parliament without dissent on the 30th October 1945, of which he has been requested to communicate the following portion to Masters, Officers and men of the Merchant Navy. That the thanks of this House be accorded to the Officers and Men of the Merchant Navy for the steadfastness with which that maintained our stocks of food and materials; for their services in transporting men, munitions and fuel to all the battles over all the seas; and for the gallantry with which, though a civilian service, they met and fought the constant attacks of the enemy. That this House doth acknowledge the Merchant Navy with humble gratitude and the sacrifice of all those who, on land or sea or in the air, have given their lives that others today may live as

free men, and its heartfelt sympathy with their relatives in their proud sorrow. We shall never forget them. We were forgotten!

In Memoriam

Merchant Navy 1939-1945

*No cross marks the place where now we lie
What happened is known but to us
You asked, and we gave our lives to protect
Our land from the enemy curse
No Flanders Field where poppies blow;
No Gleaming Crosses, row on row;
No Unnamed Tomb for all to see
And pause -- and wonder who we might be
The Sailors' Valhalla is where we lie
On the ocean bed, watching ships pass by
Sailing in safety now thru' the waves
Often right over our sea-locked graves
We ask you just to remember us.*

Author's Note: When a merchant ship was sunk, the seaman's pay stopped on the day of the sinking. He did not receive any more pay until he joined another ship. The seaman was given 30 days survivor's leave, dated from the day his ship was sunk. This leave was unpaid. It only meant that he didn't have to report back to the pool for 30 days. If he spent 10 or 15 days in a lifeboat, or on a life raft, that time in the boat was counted as survivor's leave. There were many merchant seamen who joined the Navy because it was extremely short of experienced seamen. They joined under what were known as T124X and T124T agreements. These men were in naval uniforms on naval ships under the White Ensign, with naval officers and subject to naval discipline. They received naval rates of pay. **At the end of the war, they were not allowed to claim any compensation or any benefits, because they were discharged as merchant seamen !**

THE STORY OF THE NEW ZEALAND VESSEL HAURAKI

The story of the vessel MV *Hauraki* during World War II is one that involves men who now lie in the New Zealand, Australian and British sections of the Hodogaya Commonwealth War cemetery.

The mv *Hauraki* was built for the Union Steam Ship Company of New Zealand Ltd in 1921 and was their first diesel powered vessel. She was used in the Trans-Pacific cargo trade, mostly between Sydney, Fiji and

Vancouver. Requisitioned for war service in 1940 by the British Ministry of War Transport, the ship was placed under the command of Captain A.W. Creese, an Australian. Staffed mainly by New Zealanders and Australians, the *Hauraki* became part of the Merchant Navy and was involved in the transport of wartime supplies.

In July 1942 mv *Hauraki* was en route from New Zealand to the Middle East carrying supplies when it was captured in the Indian Ocean by two Japanese armed merchant cruisers. The crew of 56 men were taken prisoner. This was the largest group of New Zealand personnel to fall into Japanese hands during the war.

The crew were taken to Singapore where they were interned with civilians in Changi prison. (Merchant Navy crew were classified as civilians) Subsequently, 24 of the men, mainly engine room staff, were taken on the *Hauraki* for the journey to Japan. One survivor recounted how the crew gradually dropped spare parts overboard although they were closely watched by the Japanese crew. They disposed of the engine room plans in the same way and by the time they reached Yokohama the ship was stripped bare.

Prisoner of war camps in Japan were usually attached to some industry – a shipbuilding yard, a steelworks, a coal mine or the wharves of a large port. It seems that many if not all the *Hauraki* crew were sent to the Mitsubishi Dockyard at Yokohama. Records show that two of the crew died while at this camp. Lewis Hughes, a motor mechanic from England, died of pneumonia on 27 February 1943 and is buried in the British section of Hodogaya. William Todd, a New Zealander married and living in Australia, also died of pneumonia on 19 April 1944 and is buried in the Australian section.

By early 1945 the American bombing of Tokyo was becoming so intense that it was impossible to continue ship building work at the Mitsubishi Dock. In February many of the POWs were sent north by train to Kamaishi. A camp list shows the names of many of the remaining *Hauraki* crew, including the captain and the chief engineer, in this group that transferred north. William Brodie from Lyttleton was also in the group going to Kamaishi steelworks on the North East coast of Honshu. One of the largest steelworks in Japan, Kamaishi became the target of concentrated Allied bombing in July and early August 1945. On 9 August, the day the second atomic bomb was dropped on Nagasaki, aircraft flew from American and British carriers and attacked numerous targets along the coast of Honshu. Kamaishi was shelled by Allied

warships and casualties among POWs were high as the prison camp lay between the coast and the steel plant. William Brodie suffered severe burns during this raid and died the next day, 10 August 1945. He is buried in the New Zealand section at Hodogaya. One other *Hauraki* crew member died in captivity in Japan. He was William Holland who died on 12 July 1945 in Tokyo. His name appears on a camp list for Yokohama where he is listed as being a New Zealander but his next of kin were from London and he is buried in the British section.



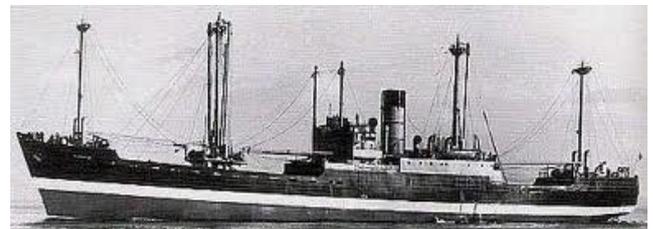
***Holmwood* 550 GRT. Crew and passengers being transferred to the German raider *Kulmerland* before she was plundered and sunk near the Chatham Islands in 1940**



mv *Hauraki* before her capture by the Japanese. Many of her crew died in captivity. Finally, what happened to MV *Hauraki* after she reached Yokohama? One *Hauraki* survivor said the ship could be seen from the camp where they worked and it took a long time for the refit because the engines were old. Possibly a year later, under the name *Hoki Maru*, the ship began a new life as a transport vessel, supplying Japanese troops in the Pacific. In February 1944, the *Hoki Maru* was sunk by U.S. carrier-based aircraft at Truk in the Caroline Islands. It now lies on the seabed near another wreck – one of the Japanese cruisers that had ambushed the mv *Hauraki* in the Indian Ocean in 1942

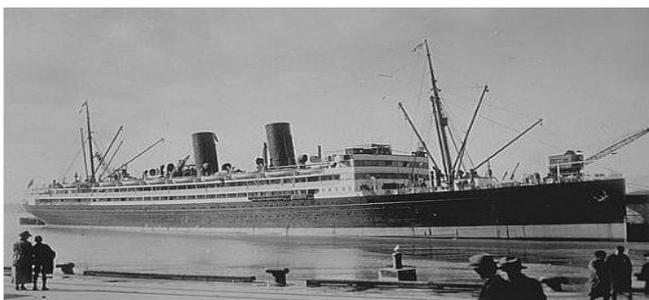


HMS *Puriri* 930 GRT sunk by German mines in the Hauraki Gulf while engaged in mine sweeping. The *Puriri* was a New Zealand coastal trader owned by the Anchor Company and taken over by the Navy for the war effort. 1941



ss *Komata* 3,900 GRT, sunk by German raiders off Ocean Island. Some of the crew were killed and the remainder captured. 1940

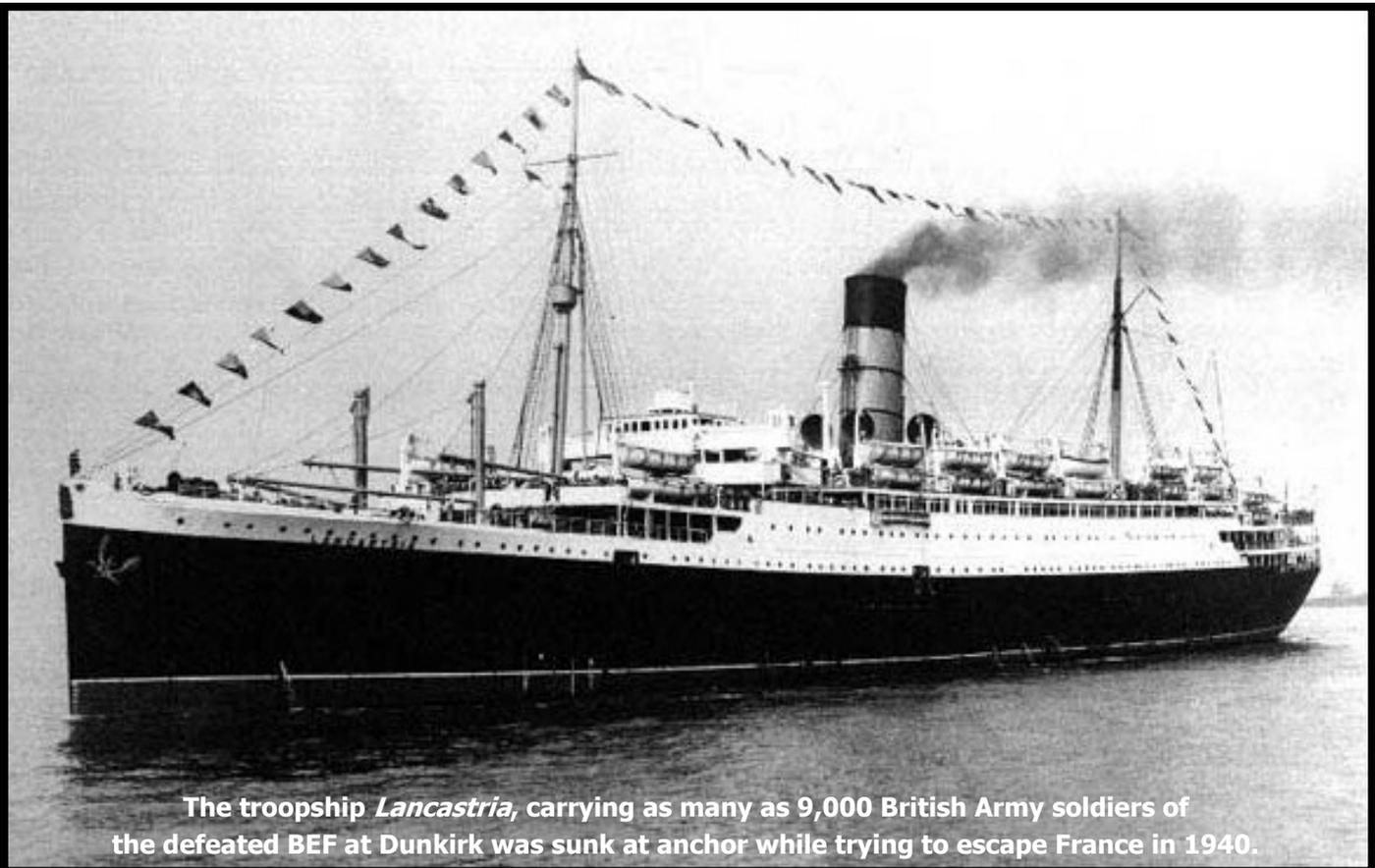
OTHER NEW ZEALAND SHIPS WERE ALSO CAPTURED AND SUNK WITH CREW INJURIES, DEATHS OR TAKEN PRISONER.



***Niagara* 13,415 GRT . Sunk by German mines laid off the northern approaches to the Hauraki Gulf 1940**



***Awatea* 13,500 GRT, sunk by aerial bombing in the Mediterranean in 1942 while transporting troops to the Western Desert theatre.**



The troopship *Lancastria*, carrying as many as 9,000 British Army soldiers of the defeated BEF at Dunkirk was sunk at anchor while trying to escape France in 1940.

The last part of May and the first week of June 1940 saw some 338,000 British and French troops evacuated by sea in the miracle of Dunkirk. This amazing accomplishment has been the subject of hundreds of historians and should be. What is overlooked is the fact that some 150,000 British troops were left behind in France with little or no hope of escape. The entire 51st Division of Scottish Highlanders surrendered to Erwin Rommel near Saint-Valery-en-Caux on June 12, 1940. The last open French port, St-Nazaire, became something of a Mecca to these lost legions still trying to escape. The life raft of choice for these men was obvious. Anchored off the river port was the 16,243 ton five-decked troopship HMT *Lancastria*. The ship, a former Cunard cruise liner, was taking all the British troops that could be squeeze aboard, plus stranded RAF ground crews, civilian refugees and others also crowded aboard.

On June 17, 1940, before the *Lancastria* could leave the coast, a German air strike found her. Luftwaffe Junkers JU-88 bombers dropped a string of armor penetrating bombs on the troopship, swarming with British soldiers, like an anthill. Men trapped below decks in cargo holds, passageways, and storage areas had no chance of escape. Only those in exterior cabins with very large portholes or on the uppermost decks had some opportunity to flee the disaster. The *Lancastria* capsized and rolled over very quickly while still at her anchorage. Following waves of German fighters strafed defenseless British tommies and others floating among some 1,400 tons of burning fuel oil that had seeped from the *Lancastria's* bunkers. Overall losses have only been estimated due to the fact that no loading manifest was available from the stricken ship. Some unofficial lists count upwards of 9,000 men aboard the ship when it sunk and only 2477 could be accounted for after she rolled. This leaves a simple maths worst case scenario of almost 7,000 soldiers and sailors drowned in the harbor. This loss of life at sea can only be rivaled by that of the German troopship *Wilhelm Gustloff* torpedoed in the Baltic by a Soviet submarine in 1945 with the loss of some 5900 souls. *Lancastria* was the largest loss of life on a single day, to the British Army since the Battle of the Somme.

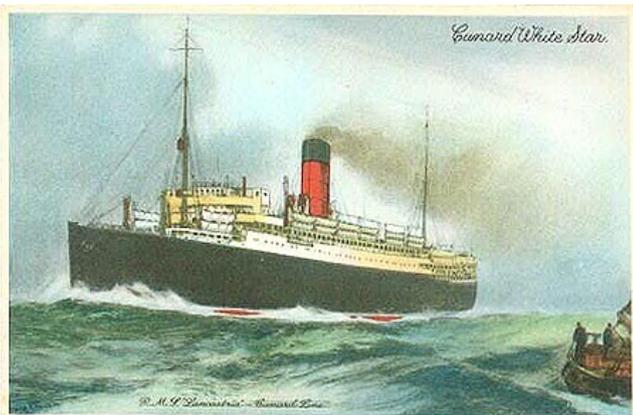
It should be remembered that the *Titanic* which perished with 1,517 souls and the *Lusitania* with the loss of 1198, while tragic, are still muted by the scale of the *Lancastria's* sinking



Cunard's elegant RMS *Lancastria* as a fast trans-Atlantic passenger ship before WW2.

Winston Churchill, who had proclaimed only days before that the entire British Expeditionary Force in France had been withdrawn through Dunkirk, when confronted with the reports of the loss of life in St-Nazaire, ordered that the event be kept secret. In fact, the Royal Navy's files on the vessel are classified for one hundred years and will not be open to the public until the year 2040. The producer of the BBC South documentary '*Lancastria - A Secret Sacrifice*' on which this story is based, was Briony Leyland.

In June 1922 the *Tyrrenhia* took her maiden voyage from Glasgow to Canada. She was an elegant vessel with two masts and a single funnel, and throughout the late 1920s and early 1930s was a ship of peaceful pleasure. No one liked her name - she quickly became known as the 'Soup Tureen' - and in early February 1924 she changed it to the *Lancastria*. What the fates made of the change, only time would tell - it is supposed to be very unlucky to change a God-given name, and sailors feel that the naming of a ship is as good as a christening. She was an elegant vessel with two masts and a single funnel, and throughout the late 1920s and early 1930s was a ship of peaceful pleasure.



This is an account of what befell the ship that changed its name, seen partly through the eyes of two survivors of the bombing raid which would sink the *Lancastria*, taking an estimated 5,000 people or possibly many more to their deaths.

The eyewitness accounts are taken from the BBC South documentary *Lancastria - a Secret Sacrifice*. The programme includes War Office archive film of the wounded returning home, which was top secret at the time of the disaster.

RMS *Lancastria* became HMT *Lancastria* when she was commandeered for war, and her sleek Cunard lines were lost under a coat of battleship grey. During the first few months of war she was busily engaged in cargo and transport duties in the North Atlantic, her massive cargo capacity proving ideal for the task. When the Norwegian campaign began, the *Lancastria*

was set aside for troop-carrying but was kept back until needed to evacuate troops from Harstaad. She returned to Britain with her public rooms crammed with dejected weary soldiers. En route, she was spotted by a high-flying German aircraft and, although they attacked, the bombs missed and she sailed safely home. Was she a lucky ship after all? The troops disembarked at Glasgow and, after transporting men to Iceland, the *Lancastria* returned to her home port of Liverpool for a much needed refit.

RED ALERT

German bombers scored a direct hit on the *Lancastria*. The crew had already been paid off when the telegram came ordering the *Lancastria* to be ready to sail with Operation Aerial and, together with other vessels, she made for Plymouth where the vessel was given orders to sail for western France. She was guided into the sea lanes of the Loire estuary, and anchored some 10 miles off St Nazaire at about 06.00hrs on Monday 17 June. It was a beautiful misty summer morning.

Those on the deck of the *Lancastria* feared the worst... Almost immediately, exhausted troops and some civilians began to arrive and were given little tickets, like bus tickets, with their cabin and deck number. Some were given spaces in the vast holds of the ship, where they laid down to rest and were asleep in just a few minutes. Throughout the morning troops arrived and seemed to fill every available space. Some had their first hot meal in weeks; some remained on deck watching still more people come aboard. There were units from the Army and RAF as well as civilians - men, women and young children.

At about 13.00hrs the red alert sounded and a dive bomber was seen to attack the Oronsay which was some distance off. The bomber scored a direct hit on the bridge area, but it did not render the ship unseaworthy. Those on the deck of the *Lancastria* were still expecting more; the enemy was sure to return. By this time the ship had taken some 6,000 people on board and more kept coming. At around 15.00hrs Captain Sharp decided that enough was enough,



Captain Rudolph Sharp a native of the Shetland Islands was commander of the *Lancastria* at the time of her loss. He was killed in command of the *Laconia* when she was sunk by a U-boat off West Africa in 1942. As was the case with many merchant seaman he was belatedly honoured for his war service in 2009.

but said that to sail straight away would court disaster. He would rather wait for an escort.

THE FINAL MOMENTS

At about 15.50hrs the enemy returned. Bombs were seen to straddle the ship, one bomb exploding close to the port side, rupturing her almost full fuel tanks. The black oil oozed into the sea, creating a dark, deathly cloud. They sang in defiance at the tops of their voices the popular songs of the day although many must have known there was little hope for them.



German dive bombers scored direct hits on the *Lancastria*

Immediately, the ship began a perilous roll from port to starboard and back again, further bombs struck home, one penetrating the holds that were crammed with troops. Of the RAF personnel aboard - from 73 Squadron and 98 Squadron - very few survived. The ship rolled onto her port side, down by the bow. Those who could, took to the water to try and swim though the black cloud of oil that here and there showed licks of flame.

Non-swimmers took to the water with whatever seemed to be able to keep them afloat. Some

lifeboats were lowered but, on many, the davits could not be released because of the angle of the ship. Those still on board what was now an upturned hull watched as the enemy returned to strafe both those struggling for life on the hull and those in the sea. Here too they also sang in similar defiance the well known songs of that time 'Roll out the Barrel' and 'There'll always be an England'. The ship's siren wailed and by 16.10 hrs, in just 20 minutes, the *Lancastria* slipped beneath the waves.



Hundreds were sucked under the water in the down-draught from the sinking vessel. At about 15.50 hrs the enemy returned. Bombs were seen to straddle the ship, one bomb exploding close to the port side, rupturing her almost full fuel tanks. The black oil

Immediately, the ship began a perilous roll from port to starboard and back again, further bombs struck home, one penetrating the holds that were crammed with troops. Of the RAF personnel aboard - from 73 Squadron and 98 Squadron - very few survived. The ship rolled onto her port side, down by the bow. Those who could, took to the water to try and swim though the black cloud of oil that here and there showed licks of flame. Non-swimmers took to the water with whatever seemed to be able to keep them afloat. Some lifeboats were lowered but, on many, the davits could not be released because of the angle of the ship.



Hundreds were sucked underwater in the down-draught suction from the sinking vessel.

oozed into the sea, creating a dark, deathly cloud. Although some photographs appeared in the American press late in the summer of 1940, and were then published in the UK, the full story of the *Lancastria* never came out.

Those still on board what was now an upturned hull watched as the enemy returned to strafe both those struggling for life on the hull and those in the sea. They sang in defiance at the tops of their voices 'Roll out the Barrel' and 'There'll always be an England'. The ship's siren wailed and by 16.10 hrs, in just 20 minutes, the *Lancastria* slipped beneath the waves.



As many as 9,000 souls, possibly more, were aboard the ship. Less than 2,500 survived

NEWS BLACKOUT

Then there was the silence, a silence louder than the clamour of exploding bombs and guns. So ended the life of a beautiful ship and the lives of thousands of men, women and children. No one will ever know the exact number who died that day - some say there were as many as 9,000 on board by the time the *Lancastria* was bombed, others estimate 7,000. All we do know is that around 6,000 were on board by 13.00

As many as 9,000 people were aboard the ship. Less than 2,500 survived Then there was the silence, a silence louder than the clamour of exploding bombs and guns. So ended the life of a beautiful ship and the lives of thousands of men, women and children. No one will ever know the exact number who died that day - some say there were as many as 9,000 on board by the time the Lancastria was bombed, others estimate 7,000. All we do know is that around 6,000 were on board by 13.00 hrs, and that many more arrived after that. Only 2,447 arrived home.

hrs, and that many more arrived after that. Only 2,447 arrived home.

The rescue began with all kinds of vessels - from small fishing boats, merchantmen, and naval destroyers - picking up survivors, more like oily flotsam than people. The bodies of those who died that day were washed up along the French coast during the coming months and were given Christian burials by the French people, who bravely ignored the German presence and cared for the victims as their own.



Oil soaked but still grateful to be amongst the relative few who survived

Churchill immediately hid the news from the public. In 1940, after Dunkirk, to reveal the truth would have been too damaging for civilian morale. He said, 'The newspapers have got quite enough disaster for today, at least.' Since that time the disaster has never been recognised for what it was - the greatest maritime disaster in Britain's history.



Survivors being rescued by the ss *Petrel*

SURVIVORS

More souls died on the *Lancastria* than the *Titanic* and *Lusitania* put together. In many ways the survivors feel that their sacrifice and the ultimate sacrifice of those that share the *Lancastria* as their final resting

place is not valued, simply because it is not recognised. Slowly but surely that sacrifice is becoming known and more widely recognised.

Harry Pettit from Hampshire, who was then a 24-year-old private, and Welshman Henry Harding, who was 19 at the time of the disaster, both survived the catastrophe.



Harry Pettit, in 1940 and now.

Henry, who still has the watch he was wearing as the bombs fell, which stopped at five minutes past four (the time he decided to jump into the water), talks emotionally about his memories of the ship sinking.

He describes seeing thousands of men cling desperately to the hull of the ship which sank in just 20 minutes, saying: 'I remember there were thousands of voices singing "Roll Out The Barrel" and "There'll Always Be An England", and for years afterwards I could not stand the sound of those two songs. I was turned around in the water and the next that I saw, nothing. Thousands had gone to a watery grave and I will always remember it, I can't ever forget it.'

Although some photographs appeared in the American press late in the summer of 1940, and were then published in the UK, the full story of the Lancastria never came out. Although some photographs appeared in the American press late in the summer of 1940, and were then published in the UK, the full story of the Lancastria never came out.

THE STRUGGLE FOR RECOGNITION

Harry Pettit and Henry Harding, who both served in the Royal Army Service Corps, are angry that there has never been any official recognition of the sacrifice and bravery of their comrades.

Harry says: 'What I feel strongly about is that hundreds and hundreds, possibly thousands, of people lost close relatives in that tragedy and nobody told them what had happened. It shouldn't have been left to someone like me to go out and help these people in this way. It's a bad show.'

Harry has worked hard to publicise the story, and has

been successful in filling in the gaps for up to 200 people about the fate of their loved ones. In the summer of 2000, Harry and Henry, 24 other survivors and many more relatives of victims made a last pilgrimage to St Nazaire and back to the site of the wreck, which is now an official war grave.

REMEMBERING THE LOST

Memories of the *Lancastria* are still painful to those involved in the catastrophe. Of the 2,477 men rescued from the *Lancastria*, about 100 are still alive today. There are many families in England who never knew of the fate of their loved ones in western France in June 1940, only that they died with the British Expeditionary Force (BEF).



Henry Harding, in 1940 and now,

The original HMT *Lancastria* Association was founded by a survivor, Major C V Petit. After his death, the Association was later renewed in its current form by some of the other survivors, and children of survivors. Today, it continues under the leadership of a Committee with the aim of remembering and honouring all those who lost their lives in the *Lancastria* disaster, and helping those survivors who did return. The Association has in some cases been able to confirm to some families that their family member was indeed on the *Lancastria*, and has accompanied that family to a grave in western France, so that at last they are able to say their farewell. On the first Sunday after 17 June, each year, an annual remembrance service takes place in St Katharine Cree church, in Leadenhall Street, London.



St Nazaire: the *Lancastria* Memorial arrowed on the left

THE MALTA CONVOYS — NEW ZEALAND'S PART

By Richard Jackson



**HMS Ledbury rescuing survivors of the *Waimarama*.
A painting presented to Malta by the *Ledbury* Association.**

Seventy years ago, in 1942, the Allies faced a global crisis. Japan's offensive in the Pacific had forced the British back to India and the Americans out of the Philippines to Australia; Germany's campaign in the Soviet Union had resumed after the winter pause; and in the Libyan desert General Rommel's Afrika Korps counter-attacked, despite their defeat by the 8th Army in the 'Winter battle' (Operation Crusader).

Keeping the supply lines open to these far flung theatres of war meant that the Allied navies were fully stretched. The US Fleet had been crippled at Pearl Harbour, while in the same period (November 1941 – April 1942) the Royal Navy had also lost major ships (including the cruiser HMS *Neptune*).

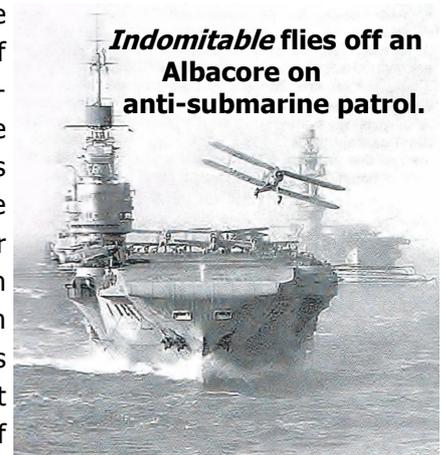
By early 1942 many hundreds of young New Zealanders had been sent by our Navy to serve with the Royal Navy. Some were mobilised naval reservists, some were selected as potential officers and sent under Scheme B for sea experience and training, and others were flying with the Fleet Air Arm under Scheme F. New Zealand was doing its bit for the war effort, by providing men to help man the growing number of ships in the Empire's fleet. Over

the next three years many hundreds more would follow.

Central to British strategy in the Mediterranean was the island of Malta which, when strong, was able to interdict Rommel's supply lines and support the 8th Army but, when weak, was vulnerable to enemy bombing and faced the prospect of starvation or surrender.

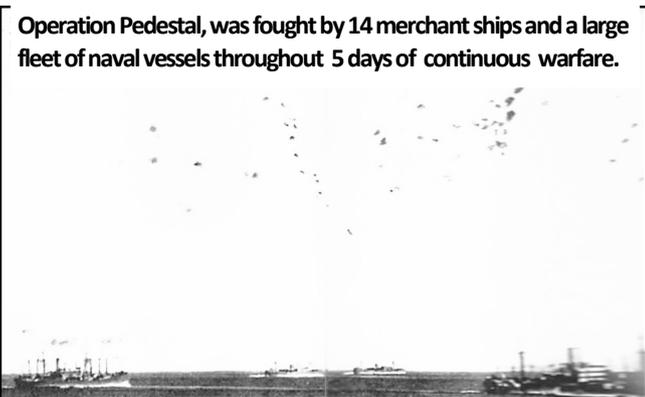
In February, 1942 the destroyer HMS *Hotspur* was commanded by New Zealander Lieutenant Commander Terry Herrick from Hastings, then the youngest destroyer captain in the Mediterranean Fleet.

He wrote later: "We set off with a force of cruisers and destroyers to get three merchant ships through to Malta. We would have air attacks from North Africa as well as from Crete... the Germans threw everything at us and by the end of



the second day the last of our charges was sunk. This left Malta in a desperate situation. Another convoy was run in March, though with heavy losses and a spectacular action with an Italian battle fleet...."

The March convoy escorts fought off the Italian fleet in a brilliant battle now known as the Battle of Sirte (22 March 1942). But enemy bombers soon destroyed the four merchant ships that did get through, so Malta's food, fuel and ammunition remained in short supply.



Operation Pedestal, was fought by 14 merchant ships and a large fleet of naval vessels throughout 5 days of continuous warfare.

Ships of the Pedestal Convoy steaming toward Malta, despite air attack on 11-12 April, 1942. Convoy wide view.

The bombing of Malta intensified. Sub Lieutenant Peter Allen from Auckland was serving in *Upholder*, one of the British submarines based there; he was lost with that boat during April. By the end of that month, the 10th Submarine Flotilla, which had done so much to disrupt Rommel's supply convoys, had to abandon the island, submarines did not return to Malta until August.

To recognise the islanders' endurance, in mid-April the King awarded the island the George Cross. Today the republic's flag still proudly incorporates that unique honour. But the urgent military priority was fresh fighter aircraft to defend the island. Aircraft carriers sailing from Gibraltar could ferry fighters within reach of Malta, but the available British carrier, HMS *Eagle*, was small and could launch only about 17 fighters each time (the big British carriers were in the Indian Ocean, on guard against the Japanese). The first Spitfires to arrive at Malta during March and April had been quickly overwhelmed.

The US carrier USS *Wasp* was therefore made available. She embarked 47 Spitfire Mk VC fighters in Scotland and sailed for the Mediterranean. A New Zealander in the RAF, Wing Commander J S McLean, embarked as the 'air boss' for the RAF fighters. Flight Sergeant J D Rae (Auckland) and at least two other RNZAF pilots were among those who flew the Spitfires

from the *Wasp*

On 20 April, 46 Spitfires reached Malta, but the Germans were waiting, in four days of air fighting all but six were shot down or badly damaged. Another reinforcement was necessary.

On 9 May *Wasp* and *Eagle* flew off 64 Spitfires to Malta and 60 arrived safely and, with good preparations at the airfields, they were turned around in time to meet the German air attacks. The smaller *Eagle* then kept up the supply of Spitfires over subsequent weeks and Malta maintained its effective air defence.

In June, two convoys attempted to get through to Malta. One sailed from Egypt, with 11 merchant ships, eight cruisers, destroyers, corvettes, minesweepers and two rescue ships. At the same time, six merchant ships sailed from Gibraltar, escorted by a battleship, two small carriers, cruisers, destroyers, corvettes, minesweepers and even six MLs (motor launches).

But even as these two convoys sailed, Rommel advanced in Libya and took Tobruk. His success denied RAF air cover to the eastern convoy. In the face of heavy air attack, and the threat of Italian surface ships, the convoy was ordered to retire. They tried again, heading towards Malta, but by then the escorts had insufficient ammunition to fight the convoy through. The eastern operation failed.



USS *Wasp* after her second voyage to fly off Spitfires to Malta, May 1942

The convoy from the west, Operation Harpoon, endured air attacks and an attack by Italian cruisers and destroyers. At that time several New Zealand naval aviators, trained in the UK under Scheme F, were serving with 830 Naval Air Squadron, flying Swordfish torpedo bombers from Malta. When the Harpoon convoy came under surface attack, the

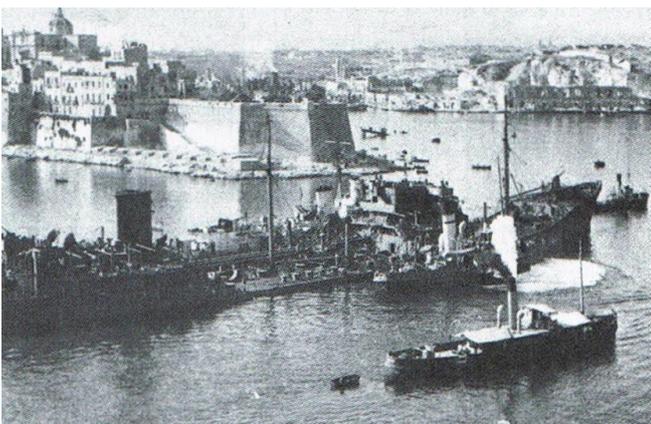
Malta based aircraft were called on to assist.

Jack Cramp (from Hamilton) recalled: "After flying for one and a half hours we spotted the ships two cruisers and three destroyers. To attack out of the sun was our best option. I had approached to a little over 1000 yards before they spotted us. All hell broke loose—the air was full of metal and tracer; we were hit but nothing serious. I let go the torpedo at about 900 yards and immediately took evasive action. John the Observer reported it was tracking well, then a big flash. "You hit her, Jack!"

Jack Cramp was awarded the DSC. When the number of serviceable torpedo bombers was too few, another Kiwi Fleet Air Arm pilot, Colin White (Christchurch) flew Hurricanes over Sicily at night, attacking enemy airfields.

It is estimated that some 200 New Zealand aircrew, most with the RAF but a number with the Fleet Air Arm, flew from Malta during the two-year siege, perhaps 10 per cent of all the aircrew involved. In July, New Zealander Air Vice-Marshal Keith Park took command of the Malta air forces; under his leadership the fighters increased their effectiveness, causing a drop-off in German air attacks.

But only two supply ships had reached Malta from Operation Harpoon. The population and garrison were on starvation rations, serious illnesses including polio were rife, and the reserves of ammunition and aviation fuel were desperately low. Plans were made to eat the island's horses and goats, but even so Malta would have had to surrender before the end of August. Another convoy was urgent.



The only tanker in the Pedestal Convoy the Badly damaged British manned tanker *Ohio* entering Grand Harbour, 15 August, 1942.

Operation Pedestal became the focal point of the sea war. Britain allocated ships from three oceans to the task: three carriers, two battleships, a host of cruisers and destroyers to escort 14 fast merchant ships. Six of the ships were fast refrigerated ships well known in

New Zealand: *Port Chalmers*, *Waimarama*, *Wairangi*, *Brisbane Star*, *Melbourne Star*, and the *Dorset*. The only tanker in the convoy was the American-built but British-manned *Ohio*.



***Brisbane Star* arrives at Malta, August 1942.**

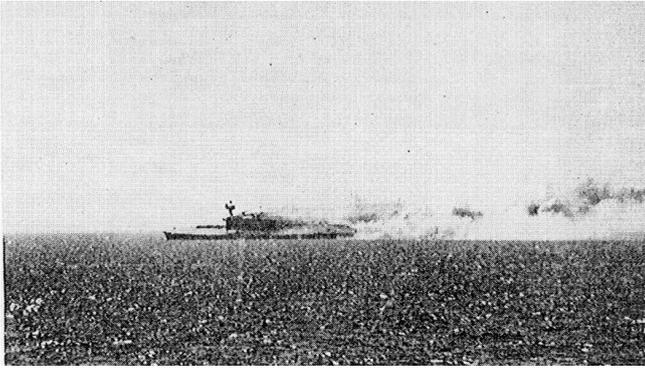
New Zealanders were at sea in this fleet, some were among the pilots in HMS *Eagle* and HMS *Victorious* while six of the newest Scheme B boys were in the destroyer HMS *Malcolm*. Two more from the same Scheme B draft were in HMS *Bramham*.

PJ Moore in the *Malcolm* recalled his ship was close to the carrier *Eagle*, when it was torpedoed and sank. They picked up 198 survivors: "That night in company with *Wolverine* a U-boat was located on the surface and both destroyers attacked. *Wolverine* rammed and sank the submarine. The next day we hunted another U-boat; however we also picked up survivors from an RAF plane shot down."

The 'Pedestal' convoy was hotly opposed and the air fighting was intense. The ss *Deucalion* was damaged, dropped out of the convoy and headed for Malta with the HMS *Bramham*. When the freighter was finally bombed and sunk that night, *Bramham* picked up the survivors, one of whom, John Gregson, won the Albert Medal for saving life.

Yet the convoy reached the narrows off Tunisia largely intact. However that night, 12/13 August, the ships were attacked by two Italian submarines, aircraft and motor torpedo boats very quickly two cruisers and several merchant ships were sunk or disabled.

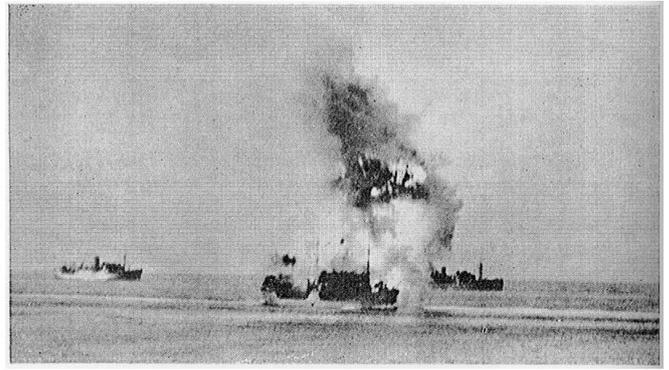
Lieutenant Commander Roger Hill was CO of HMS *Ledbury*, a Hunt-class destroyer. As the convoy passed Tunisia, he saw: "A stick of bombs hit the *Waimarama* and she blew up. The flames were



HMS *Eagle* on fire and sinking after being Torpedoed, 11 August, 1942

hundreds of feet high and a great expanse of sea was covered in smoke and flames. We spent two hours picking up 45 survivors (one died) ...we had survivors on board not only from the *Waimarama* but also the *Melbourne Star*. These ships had about 350 on board but all we had from the two was 44. In fact, the *Melbourne Star* survived the convoy and reached Malta with most of her crew and passengers.

The remaining ships went on the next day under enemy air attack, with the Malta-based fighters striving to give air cover. Each of the four surviving freighters endured much to get through to Malta, but the epic struggle of the convoy was the tanker *Ohio*, which eventually was towed into Grand Harbour on 15 August in sinking condition, with the destroyers HMS *Bramham* and HMS *Penn* lashed alongside and HMS *Ledbury* assisting.



***Ohio* hit by a torpedoed from an Italian submarine.**

Operation Pedestal saved the island. With re-armed and fresh striking forces, the Malta aircraft and submarines quickly shut down Rommel's supply lines; in North Africa the balance now swung in favour of the 8th Army. Once Africa was cleared of the enemy—a German defeat on the scale of Stalingrad—Malta became the launch pad for the invasions of Sicily and then Salerno in Italy.

Today you can find 92 New Zealanders from WWII buried in the Capuccini Cemetery or remembered on the Malta Memorial—a small fraction of the defenders of Malta, but men who demonstrated New Zealand's commitment to the fight for freedom.

Footnote: Recommended reading: The *Ohio* and Malta; Michael Pearson, Leo Cooper, 2004.



2012 REUNION LUNCHEON

**The above Reunion will once more be held at Mana Cruising Club (Inc.)
Tuesday 2nd October 2012 –1030hrs to 1430hrs**

Cost \$35.00 per person - Drinks at own expense

Those who have attended in the last few years will no doubt remember the way to the Cruising Club – any doubts please give **Frances** a ring on **04 233.8355** email: fran.boz@clear.net.nz or **Kevin Torbit** on **(04 233.1023)** email is kjtorbit@hotmail.com .

There is ample parking at the Club however, if the weather permits and you wish to avail yourselves of your Gold Card you can always catch a train. There are two choices – Depart Wellington 0914hrs arrive Mana 0941hrs or Depart Wellington 0944hrs arrive Mana 1011hrs.

On the return journey: Depart Mana at 1433hrs arriving Wellington at 500hrs.

Method of Payment:

1. Internet/On Line Banking – **National Bank – Porirua 06-0549-0347634-00 – ADD NAME.**
2. Pay into your local Bank - if more convenient, however, **REMEMBER TO ADD YOUR NAME.**
3. Cheque made out to Union Co. Reunion and post to: **40 Mana View Road, Mana, Porirua 5026.**

If sending your remittance 'on-line' be sure you include your NAME in the Code/Reference space so we can mark you off as coming/paying.

CRUISING ON THE INTERISLANDER

THE INTERISLANDER SERVICE CELEBRATES 50 YEARS

The Interislander celebrated 50 years since the *Aramoana* made its first sailing from Wellington to Picton. The *Aramoana* went into service on August 13, 1962.

The ship and her successors have carried more than 35 million people across Cook Strait and in that time they have sailed more than 10 million nautical miles.



Early sailings: Passengers in the 1960s enjoy the view from the deck of the *Aramoana*.

Interislander's three current ferries *Kaitaki*, *Aratere* and *Arahura* make about 4500 sailings a year, carrying about 785,000 passengers, 52,000 rail wagons, 72,000 trucks and 210,000 cars.

The *Kaitaki's* chief engineer, Bryan Anderson, 70, was employed to work on the ferries more than 30 years ago.

He said he had always wanted a sea-faring life.

"My father came from a fishing background in Hull in England and his father was a merchant seaman out of Nova Scotia in Canada.

"I guess the sea was in my blood.

"I obtained my first marine qualification in 1963, so I have been at sea for some 50 years now."

Mr Anderson said he had enjoyed his time on the ferries, but he said the *Aramoana* was very different from the ferries now in use.

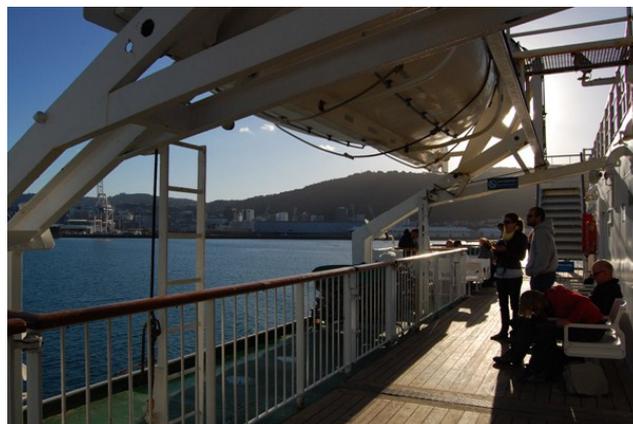
"The thing that sticks in my mind was all the old-timers that were on there the *Aramoana*.

"A particular steward who used to look after us was about 80 years of age and he was still serving.

"In those days, we used to be served by stewards in

separate dining rooms.

"Now all that's disappeared and we all eat together in a common mess room, and serve ourselves from a buffet style set-up.



50 years young: The Interislander celebrated 50 years of Cook Strait sailings on August 13.

"Technology has also changed since the *Aramoana* and the *Aranui* first come on the scene. Electronics have seemed to take over everything."

The 2.30pm sailing of the *Aratere* from Wellington to Picton on August 13 marked the 50th anniversary.

MEDIA RELEASE 13 AUGUST, 2012

Interislander celebrated half a century of moving freight and passengers across the Cook Strait, 50 years to the day since the *Aramoana* made her first sailing from Wellington to Picton and after considerable scepticism that Cook Strait ferries could operate successfully.

"This is a significant milestone for Interislander, and a great opportunity to recognise the service this iconic business has delivered to New Zealand over the last five decades and the crucial link it provides between the North and South islands," said Interislander's General Manager Thomas Davis.

Hugh Jones, the Marine Department's naval architect given the job of designing *Aramoana*, *Aranui*, *Arahanga* and *Aratika*, says the introduction of the *Aramoana* was an interesting and challenging time. "The media said the whole thing was a 'red herring'. People said it wasn't going to work. In their view, if the Union Steam Ship Company couldn't make the service pay, Railways definitely couldn't."

But it did work, and since the *Aramoana* first went into service on 13 August 1962, she and her successors have carried more than 35 million people and covered more than 10 million nautical sea miles.

"These days, Interislander's 3 ferries *Kaitaki*, *Aratere* and *Arahura* make around 4,500 sailings a year, carrying some 785,000 passengers, 52,000 rail wagons, 72,000 trucks and 210,000 cars," Mr Davis said.

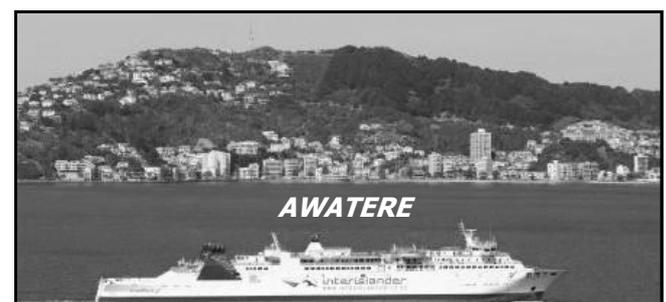
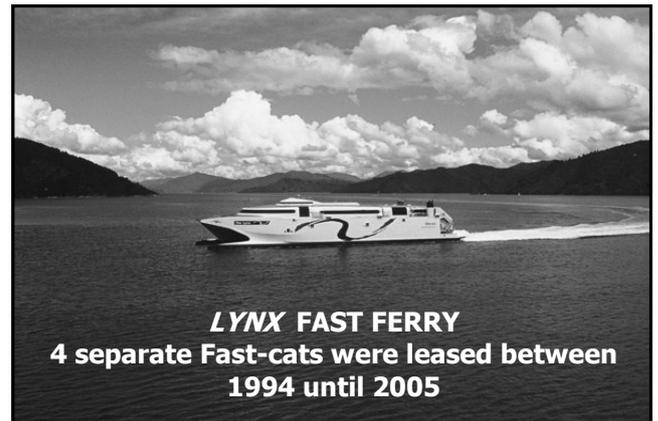
"Over the last 50 years, Interislander has become a true Kiwi symbol, and not many New Zealanders can say they have not travelled on the ferry at least once. In fact, the service has become so well known, it featured as the 'I' on The 'A to Z of New Zealand' stamp series in 2008 along with the Beehive, Edmonds and the Haka.

"The rail ferries were established to provide a national rail network, and as markets have changed, so have we to provide a service for our freight customers and passengers who have been loyal customers over the years, and without whom, there would be no Interislander," said Mr Davis. "Interislander is celebrating its 50th anniversary with those who have got us to where we are today – our staff, our freight customers and our passengers."

On the Monday the 2:30pm sailing of the *Aratere* from Wellington to Picton was designated the 'official birthday sailing' and past employees and people associated with Interislander joined others on board to recount some memories of our past 50 years. The Minister of Transport, Hon Gerry Brownlee, assisted in farewelling the sailing from Wellington.

Between 7am and 8am on Monday morning, special birthday cupcakes were handed out to staff and passengers at the Wellington Terminal before the 8:15am *Kaitaki* sailing. Radio broadcasts were live from the terminal with competitions and promotional giveaways, and *Kaitaki's* onboard ukulele band helped to spread the birthday cheer. Additionally, players from some of the Line's sponsored sports groups, including the Wellington Lions were invited to come to the terminal to help celebrate the milestone.

There were also live radio broadcasts from the Picton Terminal before the 10:25am *Aratere* sailing and the 1:05pm *Kaitaki* sailing. A total of 1,500 50th anniversary cupcakes were given away to all passengers sailing with Interislander on Monday. Special anniversary cupcakes and copies of an official Interislander 50th magazine were also delivered to the office of the Transport Minister on the Monday morning to distribute to all Cabinet Ministers.



Some of the vessels that have helped develop the service since 1962

SHALLOW WATER, DEEP TROUBLE

WILL IT BE NECESSARY FOR THE NEW GIANT CONTAINER SHIPS NOW UNDER CONSTRUCTION TO TRANSSHIP NEW ZEALAND CARGO IN AUSTRALIA ASKS THE HARBOUR S ASSOCIATION?

Reproduced with permission from the

Dominion Post 14 August, 2012

New Zealand ports have a potential threat to their future: most container ships under construction are so big they would run aground on arrival.

Ageing terminals from Auckland in the North Island to Otago in the South are struggling to keep pace with rivals along Australia's east coast.

Of New Zealand's four busiest export hubs, only Port of Tauranga is in the advanced stages of expanding for larger vessels, while others encounter regulatory delays and public opposition to their development.

New Zealand needs to ensure companies such as Fonterra, the world's biggest dairy exporter, can tap the growing demand for protein-rich diets in China and beyond.



Ageing ports such as Auckland are already finding difficulty in competing with the modern ports on the Australian east coast.

Whether Fonterra's decision to increase Asian sales is proven correct over time depends on whether the removal of container port infrastructure leads to logistics problems. For example, natural events such as flooding or quakes can obviously affect a port and, those accessing it says Jeremy Boys CEO, Prime Port, Timaru.

Also, the remaining ports could drive up handling rates

because there will be fewer competitors.

Already handicapped by the three weeks it takes a ship to get to Hong Kong, New Zealand's shippers say a failure to act could cause the country to cede ground to its larger neighbour in the race to supply Asian markets.

"We either keep getting small vessels and get less and less competitive as the fuel price eats away at the profit margins for the New Zealand exporter, or worse, we lose deep-sea vessels coming to New Zealand in favour of the carriers trans-shipping over to Australia," says Chris Greenough, chief executive officer of Kotahi Logistics LP, Fonterra's freight handler.

Whether Fonterra's decision to increase Asian sales is proven correct over time depends on whether the removal of container port infrastructure leads to logistics problems. For example, natural events such as flooding or quakes can obviously affect a port and those accessing it. Also, the remaining ports could drive up handling rates because there will be fewer competitors.

Fonterra uses about 160,000 containers a year to export 2.2 million tonnes of product. More than 2.4 million containers cross New Zealand's wharves each year.

Kiwi ports are already facing up to the fact they must change. PrimePort Timaru was dealt a blow with a decision by two of the large shipping lines, Maersk and Hamburg Sud, to stop calling at the South Canterbury hub.

Timaru District Council's commercial arm, which owns 71.4 per cent of the port, will see a \$6 million cut to annual revenue when the changes take place mid-September and many of the company's 55 permanent and 30 casual staff will be affected.

Despite the exit of container operations, PrimePort chief executive Jeremy Boys sees a "robust" future for the port. He says it has a clear direction as a "breakbulk" operation based on commodities such as logs.

While the port's annual revenues will be cut by a third when the two container services disappear in September, what remains will be a profitable business based beside State Highway 1.

Boys attributes the end of the container era for the Timaru port to Fonterra's decision three years ago to direct most of the wider Canterbury region's cargo through Lyttelton, Port of Christchurch. Also, the Government's investment in rail without requiring a full return has in effect subsidised larger ports like Lyttelton and Port Chalmers in Otago.

Whether Fonterra's decision is proven correct over time depends on whether the removal of container port infrastructure leads to logistics problems. For example, natural events such as flooding or earthquakes can obviously affect a port and those accessing it, Boys says.

Also, the remaining ports could drive up handling rates because there will be fewer competitors.

Lyttelton Port chief executive Peter Davie says the evolution of ports to adapt for larger ships and competition from Australian ports will be slow and hard to predict.

Lyttelton recently reactivated a consenting process to allow the port to dredge to allow bigger ships. But when dredging starts will depend on the arrivals of the northern hemisphere super container ships.

That could happen in one year or five depending on the shipping companies, he says. *"The view that some people have that you will see monster ships sailing over the horizon tomorrow, that's very unlikely,"* Davie says.

"The ships have been getting bigger incrementally and that puts pressure on some of the smaller ports to accommodate them." Nelson port decided not to increase its berth length, he says.



**Wellington's Centreport.
New Zealand's most efficient.**

Wellington CentrePort operations general manager Steve Harris says it is not just ports that need to

prepare for bigger ships. Roading, rail and inland hubbing systems also need to be developed to cope with extra freight demand.

"We saw the impact of insufficient capacity in the on-land, whether it is road, rail or hubbing infrastructure, during the Ports of Auckland dispute, where essentially the supply chain choked. There has to be a fair bit of investment in that," Harris says.

Tainui Group Holdings is planning a \$3 billion inland port for Ruakura near Hamilton which will link the ports of Auckland and Tauranga.

The chief executive of Waikato-Tainui's commercial development arm, Mike Pohio, says the ability to receive and service ships is a matter for ports and their owners to determine, but the infrastructure to deal with the increased freight volumes that bigger ships will generate also needs to be considered.

An inland port can provide a quick feeder service into port and on to the vessel rather than having big footprints on expensive land at the port, Pohio says.

Tainui Group is seeking consent for the 30-50 year, 500-hectare project, which will be served by the main railway line between the ports of Auckland and Tauranga and the new Waikato Expressway.

Port of Tauranga has more than \$150 million in capital investments planned or started, including a 170-metre wharf extension.

"Those ports that are the most efficient and the most productive are in the best position to take advantage of the opportunities," says Craig Brown, an Auckland based fund manager at OnePath NZ, a unit of ANZ National Bank that manages \$13 billion in stocks, bonds and property.

Tauranga can handle larger full ships than other New Zealand ports, says the Shippers' Council, which represents exporters of more than half of the container cargo.

The largest full vessel it can host at all tides has a capacity near 4500 20-foot equivalent units, or TEUs, Port of Tauranga chief financial officer Steve Gray says.

About 77 per cent of all container ships now on order will carry more than 6000 TEUs, according to Clarkson, the world's biggest shipbroker.

If permitted, the consent to dredge the harbour will allow the port to be deepened to as much as 14.5 metres, even though it won't dredge that far initially, and to be capable of hosting ships as large as 8000

TEUs in the longer term, Gray says.

Asian demand for commodities including cheese, meat, fruit and wine is the critical driver.

To handle the demand, Lyttelton and Otago ports want to expand as they service regions rich in dairy farms and live-stock producers. Those facilities, along with those at Tauranga and Auckland are best positioned to take advantage of larger ships calling at fewer ports, says Shippers' Council chairman Greg Steed.

"Probably five years ago the typical vessels would have been calling at nine ports in New Zealand," says chief executive of Port of Tauranga Mark Cairns. "Now they're looking to drop that back to four or five ports and I think that'll continue to reduce."

Auckland's port isn't seeking approvals for expansion, spokeswoman Dee Radhakrishnan says. The port, owned by the city council, is boosting its handling area and providing a third container berth. Officials at Auckland's port disagree with the shipping council's focus on bigger ships because it can already handle the largest vessels likely to visit in the "foreseeable future", Radhakrishnan says.

"The very large ships are unlikely ever to call at New Zealand, as we are such a relatively small market."



Port Chalmers Terminal, Port of Otago

A proposal to extend the facility by 250 metres into the harbour was opposed by the public and officials in March. The council is reviewing its options for the port, which is near the central business district and residences.

"Aucklanders understand the huge contribution the port makes as the region's most important economic asset," Auckland Council Investments chief executive Gary Swift says. "Without the port, it's difficult to imagine any kind of economic future."

The biggest barrier to port expansion plans is legislation that lets parties object on multiple grounds, says Port of Otago boss Geoff Plunket. It has spent five years seeking dredging consent. *"If we call ourselves an exporting nation, the consenting process is more difficult than it generally needs to be."*

While port capacity is a long-term challenge, productivity is a more pressing concern, says Maersk New Zealand managing director Julian Bevis. Maersk, the world's biggest container shipper, permanently moved one of its biggest services to Tauranga from Auckland in December. The service earns about \$20m a year.

"New Zealand, which is almost completely dependent on international trade, must be at the leading edge of port productivity and not rather down the bottom where it is at the moment."

Bevis says productivity – the rate a port can move containers – has to improve in Auckland.

But the Productivity Commission in April found *"there is scope for a significant lift in workplace productivity at a number of ports"* which would require the co-operation of the port companies, their employees and unions.

Fonterra redirected \$27m of weekly trade through Tauranga and Napier in January amid strike action at Auckland, prompting the port's chief executive, Tony Gibson, to say it must *"significantly improve"* customer service.

Reaching buyers in Asia will be a driver of future growth for New Zealand. China's gross domestic product doubled at the end of 2011 from 2007, according to data compiled by Bloomberg.

Across the Tasman, the Victoria government in June gave an extra \$A400m (\$NZ513m) to redevelop the Port of Melbourne, bringing the total project to \$A1.6b.

The nation's biggest container port is New Zealand's main competitor, being the closest that can host bigger ships, Steed says. *"They're a threat to New Zealand if we don't become big ship-capable. Carriers will stop at Australia and say, 'New Zealand, you get your cargo over here!'"*

If some of our ports can't host 7000 TEU container ships by 2015 and bigger vessels visit Australia only, about \$200m a year could be added to the supply chain costs and transit times will increase, the Shippers' Council estimates.

But at CentrePort, Harris says many shipping services already run via Australia. Maersk will add Wellington to its Southern Star service from September, directly linking to South-East Asia.

In April 2008, New Zealand became the first developed country to sign a free-trade pact with China, and in 2010 Prime Minister John Key pledged to double in five years the two-way trade.

"We need all four ports to be capable within 10 years because of the growth situation we expect," Steed says. "We're not getting there fast enough, that's the bottom line."

BIGGER SHIPS POSE PROBLEMS

Wellington's CentrePort will need to "knock the tops off some rocks" and dredge around its berths to welcome large container ships, says operations general manager Steve Harris. The port has invested extensively in its container infrastructure, including new cranes, straddle carriers and a new, more powerful tugboat due to arrive in April next year, making it one of the most productive ports in Australasia. CentrePort already caters for 4500-container ships, but to service 7500-container ships some more straddle carriers would be needed and the cranes could be upgraded with larger motors to allow faster loading and unloading.

But Harris said "the jury is out" on whether the larger ships would come to New Zealand in the foreseeable future. The average container vessel calling at New Zealand ports carried between 2,700 and 3,000.

All the indications from shipping lines were that the current vessels provided enough capacity for the market. But over the next three to five years, ships with a capacity of about 4500 containers would become a more common sight, Harris said. Given that time horizon, he questioned how long it would take for the market to grow sufficiently to warrant even bigger ships.

Wellington was blessed with the best natural harbour in the country. It was deep, wide, relatively sheltered and did not require channel dredging. Post-Panamax ships had about a 14.5 metre draft, requiring some dredging around wharves and the caps on some channel high points to be knocked off.

HOW THEY RANK

Containers per port:

Auckland	850,000
Tauranga	550,000
Lyttelton	350,000
Otago	200,000
Napier	200,000
Wellington	100,000
Nelson	80,000
Timaru	50,000
New Plymouth	25,000
Bluff about	25,000

See: <http://www.stuff.co.nz/business/industries/7277572/Shallow-water-deep-trouble>

HARBOURS INDUSTRY

The NZ Minister of Transport, Steven Joyce addressed the recent conference of the International Association of Ports & Harbors Asia/Oceania. He made it clear that it's not the Government's role to decide the ports structures. He has the misguided opinion that there is healthy competition between ports. It would be fair comment to suggest that there be as much competition between ports as there is between oil companies in NZ. But unlike the quest of oil companies that jointly satisfies their insatiable appetite for huge profits there is senseless parochialism in the port industry. There is some evidence that the Ports of Auckland and perhaps Lyttelton has provided international shipping lines with a level of service that do not make economic returns. With the backing of the newly formed super city how far will this uneconomic practice

extend to satisfy senseless parochialism and the super city ego of Auckland.

NZ has fourteen commercial ports and five have an element of private ownership. The Port of Wellington, Ports of Auckland and Port of Otago are owned by the local regional councils and the Christchurch City Council owns in excess of 78% of the Port of Lyttelton.

Ownership is not debated in this report but the number of container ports in NZ and the capital expenditure for the five, or perhaps seven when Napier and New Plymouth are included is of concern. One good deepwater container port would be sufficient for the foreseeable future for a country with the expected population growth of New Zealand. With the inevitable introduction of larger container ships that have a draft of 50 feet senseless parochialism will see expensive dredging of harbours to accommodate these vessels. The alternative is a feeder service to Australia at a huge disadvantage in shipping time and costs for NZ exporters. The expenditure for the dredging and associated capital outlay is ultimately borne by the selected group of ratepayers of the regions.

Before the port reforms in the late 80s it was acknowledged that NZ only required two container ports, one at each Island. In those days there was a statutory organisation called the NZ Ports Authority (NZPA). Its primary function was to prevent ports from spending capital on container cranes, tugs, extensive dredging etc. There was a limit in the amount of dollars that a port could spend without getting approval from the NZPA. This was considered a major hindrance to competition between ports, which were governed by elected harbour boards. In hindsight perhaps the NZPA was one of the good things left behind in the march for progress.



Southport's Bluff Terminal

Central Government should not take the attitude that it is not the role of Government to decide port structures. Neither should the costs of wasteful duplication be borne by groups of ratepayers throughout NZ. 99% of NZ exports go by sea and a sensible well planned infrastructure for ports should not be left to regional councils governed by local body politicians better suited for planning kindergartens and knitting forums. One deep-water container port at Marsden Point with feeder services by coastal container vessels, railways and road transport should be seriously considered for the future. Market forces will prevail over the survival of the three modes of transport for the feeder service.

GPS SIGNAL FAILURE AND SOLAR FLARES

The following articles reprinted from the well known and respected scientific and marine related journals in which they recently appeared are again published here hoping to highlight some of the concerns of Merchant Marine officers. The possibility that some flag of convenience officers lack the training and expertise to use conventional navigation techniques furnishes concerns because of the potentially catastrophic consequences of extended or even episodic outage of the GNSS system.

Increasing levels of geomagnetic activity over the next few years poses a real risk of Global Navigation Satellite Systems (GNSS) outage. Navigators must be aware of the risks - and should take care that they are able to navigate by more traditional systems, rather than relying entirely on satellite data. Captain Tim Grime, MNI, BSc (Hons) Naut.

In February 2011 a major solar flare erupted, triggering a huge geomagnetic storm - one that may be the first of many as the Sun's magnetic energy cycle peaks in 2012 and 2013. NASA is extremely concerned about the effects of such storms, warning that *"Modern society depends on high-tech systems such as smart power grids, GPS and satellite communications, all of which are vulnerable to solar storms."*

In June 2011 NASA held a "Space Weather Enterprise Forum" to discuss methods of forecasting solar disruption of this kind and minimising the effects. The Sun is waking up from a deep slumber and in the next few years we expect to see much higher levels of solar activity. At the same time our technological society has developed an unprecedented sensitivity to solar storms. *"The intersection of these two issues is what we're getting together discuss,"* said Richard Fisher, head of NASA's Heliophysics Division. *"I believe we're on the threshold of a new era in which space weather can be as influential in our daily lives as ordinary terrestrial weather. We take this very seriously indeed."*

Further research, via the internet, about these phenomena revealed a number of concerns about the effects of solar storms, and a range of more or less, sensational claims about the breakdown of communications and navigation systems. So what would a major geomagnetic storm mean for the safety of maritime navigation at a time when contemporary

navigators rely heavily on GPS position formation?

The Royal Institute of Navigation: Peter Chapman-Andrews, director of the Royal Institute of Navigation (RIN), advises that: *"We are approaching a period of forecast increased solar activity, which is likely to have an effect on GNSS signals of which GPS is one. It also true that a great many systems, not only marine navigation ones, are more or less entirely dependent on these signals, and as a result, corruption of the received signals could lead to degraded performance of the system or even complete failure. Consequently, the RIN has been one of several voices calling for reliable terrestrial back-up systems."*

The latest RIN policy statement on the matter, dated February 2010, is as follows: *"Global navigation satellite systems currently provide highly accurate navigation and timing information under normal operating conditions. However, they have recognised vulnerabilities that could at times lead to local or regional failures. There is, therefore, a fundamental necessity, worldwide for robust, terrestrial-based systems to provide a concurrent, independent source of position and time information to ensure navigational safety and environmental protection ashore, afloat and in the air. Such alternative systems could also bring concomitant benefits by providing the essential time and frequency data which support financial, broadcasting and other critical commercial and governmental activities."*

This statement superseded its predecessor, dated 2004, which very strongly advocated that LORAN C should be the back-up system.



Perhaps not such an archaic instrument ?

SOLAR STORM LEAVES GPS SERVICE INTACT

Reliance on GPS: Many marine navigators place excessive reliance upon GPS time and position information without use of alternative means of navigation to confirm their position. For instance, when attending a vessel on behalf of insurance interests to conduct a condition survey and assess risk exposure for the underwriters in 2010, we found that:

- ◆ There was no nautical almanac on board and therefore compass error calculations could not be made.
- ◆ The compass card of the standard magnetic compass above the wheelhouse was bent. This compass could not be trusted and ship's staff could not calculate its errors.
- ◆ Some of the nautical publications appeared to be out of date having been superseded by newer editions.
- ◆ The bridge starboard wing compass was not synchronised to the master gyro, being about 100 degrees in error. The crew could not adjust this as the required tool was not on board.
- ◆ The perspex cover over the master gyrocompass had been permanently removed, in consequence dust was accumulating on the innards of the gyro. This is likely to lead to failure and force ship's staff to rely upon the magnetic compass (upon which no reliance can be placed) and for which ship's staff cannot calculate any error.
- ◆ The master gyro was in need of professional overhaul. We were advised that there was no plan for this to be done.
- ◆ The ship's chronometer had stopped and the vessel's master clock was not rated daily for errors.

There can be little doubt that this vessel relied almost totally on GPS - and there may well be many others like it.

As we approach a forecasted peak solar flare activity period, in which GPS signal outage may occur, prudent Masters should encourage navigating officers to use conventional navigation methods including celestial navigation, visual bearings, radar usage and parallel indexing techniques etc. and to develop dead reckoning skills, which arguably, the development of GPS has largely obviated. It is also worth noting that solar flares may influence local magnetic variation.

The solar storm that occurred in early March 2012 disrupted satellite communications and forced airlines to reroute some flights. But so far, no major GPS problems have been reported as a result of the event.

The U.S. network of Continuously Operating Reference Stations (CORS), which monitors GPS daily from over 1800 locations, observed only slight changes to GPS reception in some parts of Alaska on March 7 and 9.

Solar activity can distort the GPS signals as they pass through the Earth's ionosphere, causing accuracy errors. In addition, intense radio bursts from the Sun can overwhelm or jam GPS devices. This occurred after a solar flare in December 2006, causing widespread outages of GPS equipment.

Solar events may also impact GPS satellite operations although that did not occur this time. All 31 operational satellites in the GPS constellation remained fully functional throughout the solar storm. GPS spacecraft are built to withstand high levels of radiation since they fly in a fairly intense region of the Earth's Van Allen belt.

More solar storms are likely to occur through 2013-2014 as the Sun reaches its solar max period. GPS users should keep this in mind and always have a secondary means of navigation or timing.

To learn more about solar activity and other space weather that can affect life on Earth, visit the following websites:

<http://www.swpe.noaa.gov>.

<http://www.ametsoc.org/atmospolicy/spacewxGPS.html>

Seaways August 2011. With thanks to *Seatimes*



**Sextant graphics from
*The Mariners Handbook of Days 2011***

This story was published on 14 March 2012 in *Seatimes*, the newsletter of the The National Professional Education Society of Canada.

CURIOSITIES FROM AN OLDIE'S TIMES AT SEA.

Stormbird

BITSA SHIPS.

One day while berthed in the Humboldt River at Eureka, California I hitched a ride on a shunting locomotive into town. Near the river we passed two artificial ponds on which were floating the midships sections of two old Liberty ships, complete with bridge and accommodation. Both forward and after sections had been sliced off and scrapped while holes had been cut in their sides to give direct access to their engine rooms via a gangway just above water level. I was curious and later that day I eschewed a ride and walked back to my ship to have a closer look.

They were both old wartime turbine steamships from which the shafts had been removed and replaced with large generators powered by the original boilers. They used the ponded water for condensing and the power produced was sent to both the local sawmills and into the town. The bridge accommodation was used as single men's quarters for the sawmill employees. There was a shortage of reticulated power in the area so the local council and the sawmills co-operated in this ingenious arrangement. Full marks for Yankee ingenuity.

LOCOMOTIVE SALESMAN.

Our radio officer had a good friend who was a radio ham in Eureka and once with him we were invited to stay at his home. It was a pleasant night away from the ship and our host and his family made us very welcome. The house was palatial and I suspected he must be very well off. In the morning, at breakfast, I asked him casually what he did for a living and received quite a shock. The drapes were still across the dining room window but he got up and pulling them back said "I sell those things."

There sitting in his back yard on a siding were two brand new diesel locomotives. There were many timber railways in northern California at that time and he told me he sold about half a dozen each year from which the commission gave him an excellent return. I doubt if there'd be much market in this country for such enterprise.

ALL YOU NEED IS LATERAL THINKING

When the Dutch authorities had a serious problem with closing off a new section of dyke across a reclaimed portion of the Zuider Zee they showed commendable ingenuity as well. The engineers had

tried several times to close the section but the tidal flow was too strong and always washed away the fill before it could be completed. In the late 1980's there was an excess of super tanker tonnage and many were up for sale. The engineers purchased one and sailed her up to the gap in the dyke. They hauled her into the breach, filled her tanks with sea water and sank her to the bottom providing an effective coffer dam seal. They then completed the dyke after which they pumped out the tanker sailed her back to Rotterdam and later sold her again when the tanker market picked up. Full marks for Dutch ingenuity.

AUCKLAND CAR FERRIES.

Remember the Auckland vehicular ferries before the Harbour Bridge was built? I was on a small farm near Clevedon some months ago and noticed a particularly robust farm bridge across a tributary of the Wairoa River. It had a familiar look and when I asked about it I found out that the farmer had purchased the Auckland side ferry link span when the ferries stopped running. He had it floated on a barge around through the Tamaki Strait and up the Wairoa River to provide access to his lands across small tributary of the river that divided his farm. So that's where it is now. Full marks for Kiwi ingenuity.

WHO KNOWS?

While serving my time in coastal ships in the 1950s my ship was chartered for a time by the United Nations Secretariat to enable some of their agencies to engage in research work around our coast. Two things resulting from this research have remained in my mind ever since and neither has yet found a really satisfactory resolution.

COOK STRAIT

The first resulted from a laser survey of Cook Strait. Laser beam technology was certainly not as sophisticated at this time as it was to become but certainly of sufficient quality to provide a morphological cross section of the Strait between Cape Terawhiti and Cape Koamaru with a tidal base line that even allowed for the Earth's curvature and equally as good as anything that could be obtained today. Other cross sections were made at several other places across the Strait such as between Cape Campbell and I think Cape Turakirae and Stephens Island and Gibraltar Head which was the name by which the headland on

the north side of Plimmerton Harbour entrance was then known. Anyway the point of this anecdote is that it was calculated that more water was coming out both ends of the Straits than was passing through the middle. As far as I know this 'discovery' was never followed up as the charter of our ship was coming to an end and neither the NZ Government nor the UN were prepared to make more finance available for further investigation.

One scientist postulated that the morphology of the South Coast hills around Terawhiti could suggest the existence of extensive underwater channels. The location of both the Karori rip (off the south coast) and Terawhiti rip (off the coast north of Terawhiti) and the alternating changes in their energy levels during each phase of the tidal flow could be such an indication. He further suggested that the rips often demonstrated greater energy release than their flow rate over a foul bottom should generate in that depth of water.

As nothing more has ever been done I draw no conclusion; simply state the postulation. However, I often wonder what happened to all the data and what it was used for. Full demerit marks for our Treasury ethic that knowledge for its own sake is uneconomic and therefore useless!

WHERE, OH WHERE, ON THE WEST COAST?

Also aboard were two World Health Organisation scientists who were making some sort of environmental studies relating to humans. They told me that their research had shown that New Zealand as a whole had the best **temperature range** in the world for humans to live in. They also said that their research had, so far, highlighted only one area in the world in which the **temperature extremes remained generally within the required range**. They agreed that this was probably the best place in the world for humans to live in but would not tell me where. Later, after much coaxing, they relented enough to admit it was on the West Coast of the North Island somewhere between Wanganui and Paekakariki but would not commit themselves further because of the effect such information may have on real estate values and the environmental damage such knowledge might cause without strict planning strategies in place.

Every time I tell this story on the Kapiti Coast I am assured by locals that they know it's true and as everybody knows the Shangrila area is wherever their home happens to be!! What did you say? It's where you live? How can you believe that? Everybody knows it's where I live!

COLLISION IN THE STRAIT OF HORMUZ

Lloyds List Tuesday 14 August 2012

The collision of a US Navy destroyer and a very large crude carrier near the Strait of Hormuz highlights a warning shot mooted by Lloyd's List.

No spill — and, mercifully, no international incident — emerged from the collision between a 320,000 dwt tanker owned by Mitsui OSK Lines and the USS *Porter*, which sustained some damage on its starboard side.

However, the accident comes amid warnings that the Iran sanctions could make it difficult for bodies such as the International Oil Pollution Compensation Funds or countries to provide the funds needed for a cleanup.

With a possible 30 million barrels of crude oil now being stored in Iranian tankers, there is a risk of collision within the Middle East Gulf. The risk is heightened amid reports that vessels that have turned off their automatic identification systems are not necessarily at anchor off Iran.

The US Iran Threat Reduction Act prevents anyone wishing to do any business via the US to provide any kind of shipping or insurance services to Iran.

If a spill involves a country that has not obtained a waiver, or Iran itself, as under the sanctions, providing funding for the clean-up would be prohibited. It is possible, however, that the Treasury Department could provide specific licences for humanitarian reasons.

The collision near the strait stands as a signal to the US that it should clarify how it will act should an environmental incident occur.

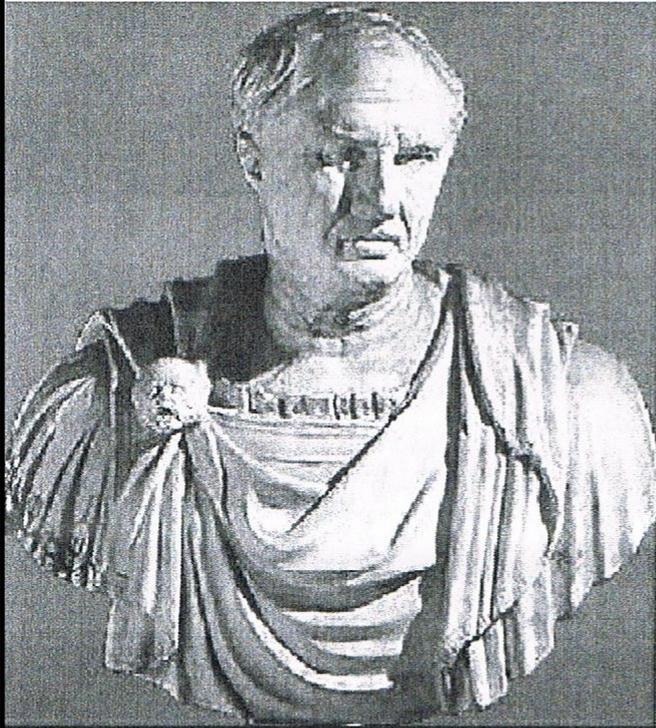
Iran has threatened to block the Strait of Hormuz in the wake of sanctions by the US and European Union over its nuclear programme. The US says it maintains a naval presence in the region to ensure security.

Tom Leander

Collision warning

This collision is a reminder that sanctions could prevent a clean-up if an oil spill should occur in the Middle East Gulf. The US says its presence in the Gulf is to maintain security yet the very fact that a collision occurred involving the "security policeman" suggests that the prospect of a much more serious incident is certainly possible. Ed.

DOES ANYTHING REALLY CHANGE?



"The budget should be balanced, the Treasury should be refilled, public debt should be reduced, the arrogance of officialdom should be tempered and controlled, and the assistance to foreign lands should be curtailed lest Rome become bankrupt. People must again learn to work, instead of living on public assistance."

Cicero – 55 BC



"Our children no longer pay regard their parents, nor Church, nor rule of Kings, nor the values of the Realm. I fear for they become venal, indolent and lacking in charity."

**Saint Augustine 560 AD – 605 AD
First Bishop of Canterbury.**

FARAWAY FLAGS

TANZANIA's slow realisation that its ship registry welcomed Iranian vessels that had switched flags following US sanctions has a whiff of a casino owner who says he's shocked that gambling exists in his establishment.

"The Zanzibar Government is in the process of de-registering the ships and also terminating its agency contract with Philtex after establishing the truth that these (Iranian) ships are flying the Tanzanian flag," Zanzibar's vice-president Seif Ali Iddi was reported as telling the House of Representatives of Zanzibar, according to minutes leaked to the press.

Tanzania says it was unaware that Philtex, a Dubai-based agent of the Zanzibar Maritime Authority, had registered up to 36 tankers and boxships in the run-up to the start dates of US and European sanctions. It could well be true. Nevertheless, the incident reflects on the questionable practice of outsourcing ship registries to faraway maritime hubs with weak

links to home nations. Tuvalu, another flag that welcomed Iranian vessels recently, has a main point of contact in Singapore, as does the ship registry office for landlocked Mongolia. If Tanzania seeks transparency in its shipping affairs, a first step would be to establish main offices within its own national borders, so that a watchdog could stop by from time to time.

MERCEDES FOR CHILD CANCER

The wreck of the *Rena* has delivered a second bounty for the Child Cancer Foundation, a 2003 Mercedes C200 Kompressor car salvaged from a container taken off her has been given to Child Cancer for sale.

The car, now valued at \$15,000, was bound for Sri Lanka in a container full of other personal possessions on board the *Rena* when the ship struck the reef on October 5 last year. The container remained high and dry on the bow section.

The car was insured but the personal possessions in same container were not. The insurers have paid out.

STROKE

Your editor received an e-mail from the Tauranga Branch Treasurer, Guy Dennison regarding recognition of the symptoms and the correct first aid for a person suffering stroke. My first reaction was to check with my 1974 copy of the *Ship's Captain's Medical Guide* but found that although it mentioned stroke it treated it in a somewhat relaxed and off-hand way. Maybe stroke wasn't much of a problem at sea in 1974? In considering the age of many of our members, however, I feel it may be a timely caution and I thank Guy for drawing it to my editorial attention. I checked the facts with the medical staff in the Stroke Clinic at Palmerston North Hospital (Mid Central Health) who have confirmed its veracity but suggested it may be better to direct those interested to the website of the NZ Stroke Foundation. (Editor)

www.stroke.org.nz

Recognising Stroke

What are the symptoms of stroke?

The signs and symptoms of stroke usually come on suddenly. The type of symptoms experienced will depend on what area of the brain affected. Strokes in the left side of the brain affect the right side of the body. A stroke in the right side of the brain results in signs and symptoms on the left side of the body.

Common first symptoms of stroke include:

sudden weakness and/or numbness of face, arm and/or leg especially on one side of the body
sudden blurred or loss of vision in one or both eyes

sudden difficulty speaking or understanding what others are saying

sudden dizziness, loss of balance or difficulty controlling movements.

A stroke can cause permanent loss of function. Just what functions will be affected and how badly depends on what part of the brain the stroke was in and the speed to and success of treatment. Common long-term affects include impaired vision or speech, severe weakness or paralysis of limbs on one side of the body, swallowing difficulties, memory loss, depression and mood swings.

By learning to recognise the symptoms of stroke you could save a life! Learn the FAST check.

How can you tell if someone is having a stroke?



Face

Smile - is one side drooping?



Arms

Raise both arms - is one side weak?



Speech

Speak - unable to? Words jumbled, slurred?



Time

Act fast and call 111! Time lost may mean brain lost.

Another 'sign' of a stroke is this: Ask the person to 'stick' out his tongue. If the tongue is 'crooked', if it goes to one side or the other that is also an indication of a stroke.

Stroke is a medical emergency. Call 111 immediately if you find yourself – or see anyone else – suffering from any stroke symptoms. Not all strokes are sudden and incapacitating. The sooner medical attention is received, the less damage a stroke will cause. If you think it's a stroke ACT FAST. Call 111. Even if the symptoms go away quickly or don't cause pain call 111 immediately. Some people are offered emergency clot busting treatment with acute ischaemic stroke for up to 4.5 hours of known onset of symptoms if the patient meets a strict medical criteria that is assessed in the emergency department. The treatments action is to dissolve the clot to reduce the disability of ischaemic stroke. We have had some real success stories and patients have gone home with little and sometimes no disability. However, this treatment success can not be guaranteed in all people as was otherwise indicated in the copied email you sent. Hope this information is helpful to you. You may like to mention to your readers that it is Stroke Awareness week 3rd to 8th September this year and there is lots of information regarding this on the aforementioned website. It is great that you are supporting us in raising the profile for stroke prevention with your readers. Thank you, Imogen.

Imogen Watson CNS, Acute Stroke Services, Ward 26, Acute Stroke Services Mid Central Health.

SOME KEY FACTS REGARDING SHIPPING AND WORLD TRADE

Due to the complexity of gathering and upgrading these statistics some remain at 2010 levels. Those upgraded are so noted.

Overview

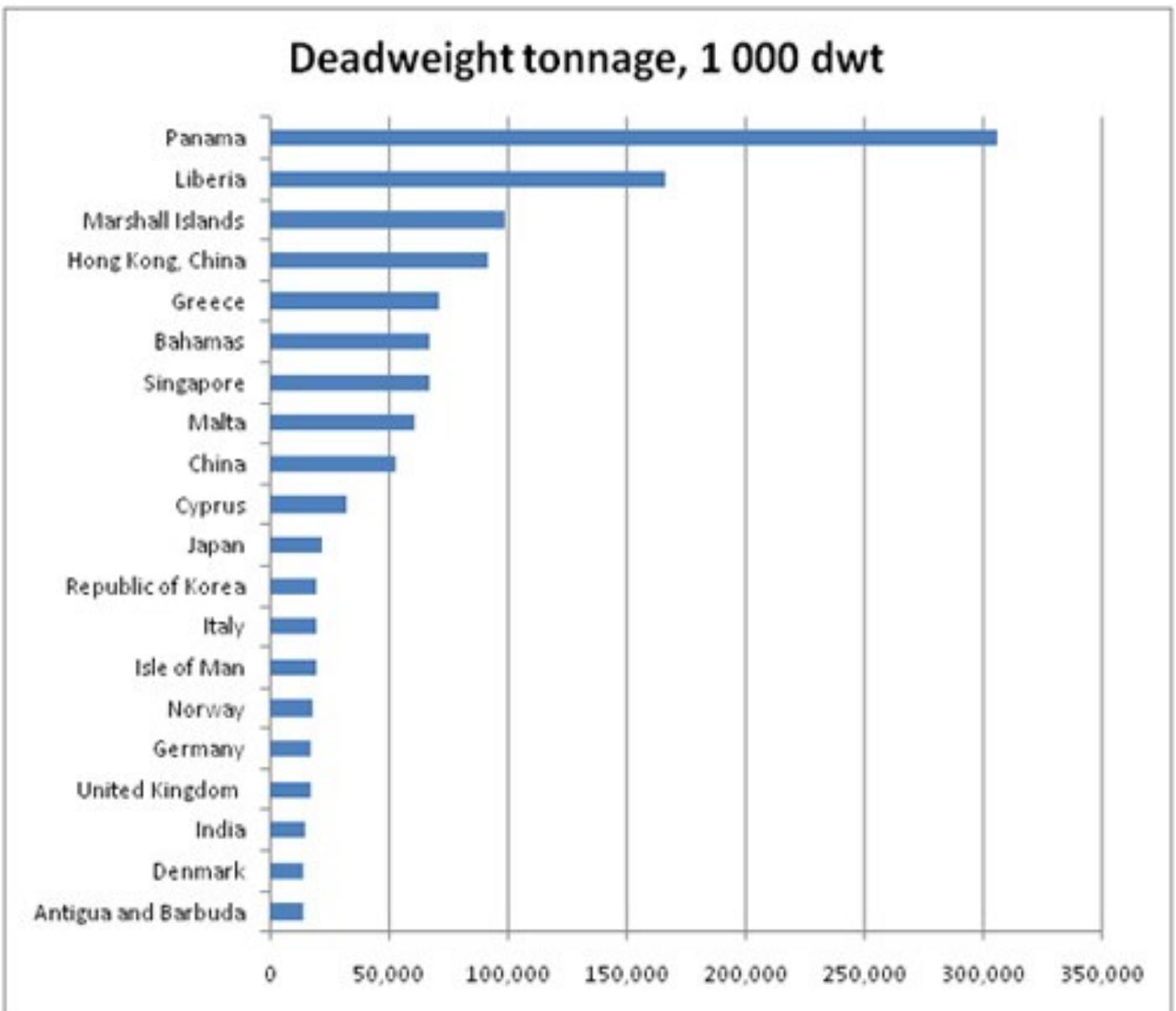
Around 90% of world trade is carried by the international shipping industry.

Without shipping the import and export of goods on the scale necessary for the modern world would not be possible.

Seaborne trade continues to expand, bringing benefits for consumers across the world through competitive freight costs. Thanks to the growing efficiency of shipping as a mode of transport and increased economic liberalisation, the prospects for the industry's further growth continue to be strong, despite temporary downturns.

There are over 50,000 merchant ships trading internationally, transporting every kind of cargo. The world fleet is registered in over 150 nations, and manned by over a million seafarers of virtually every nationality.

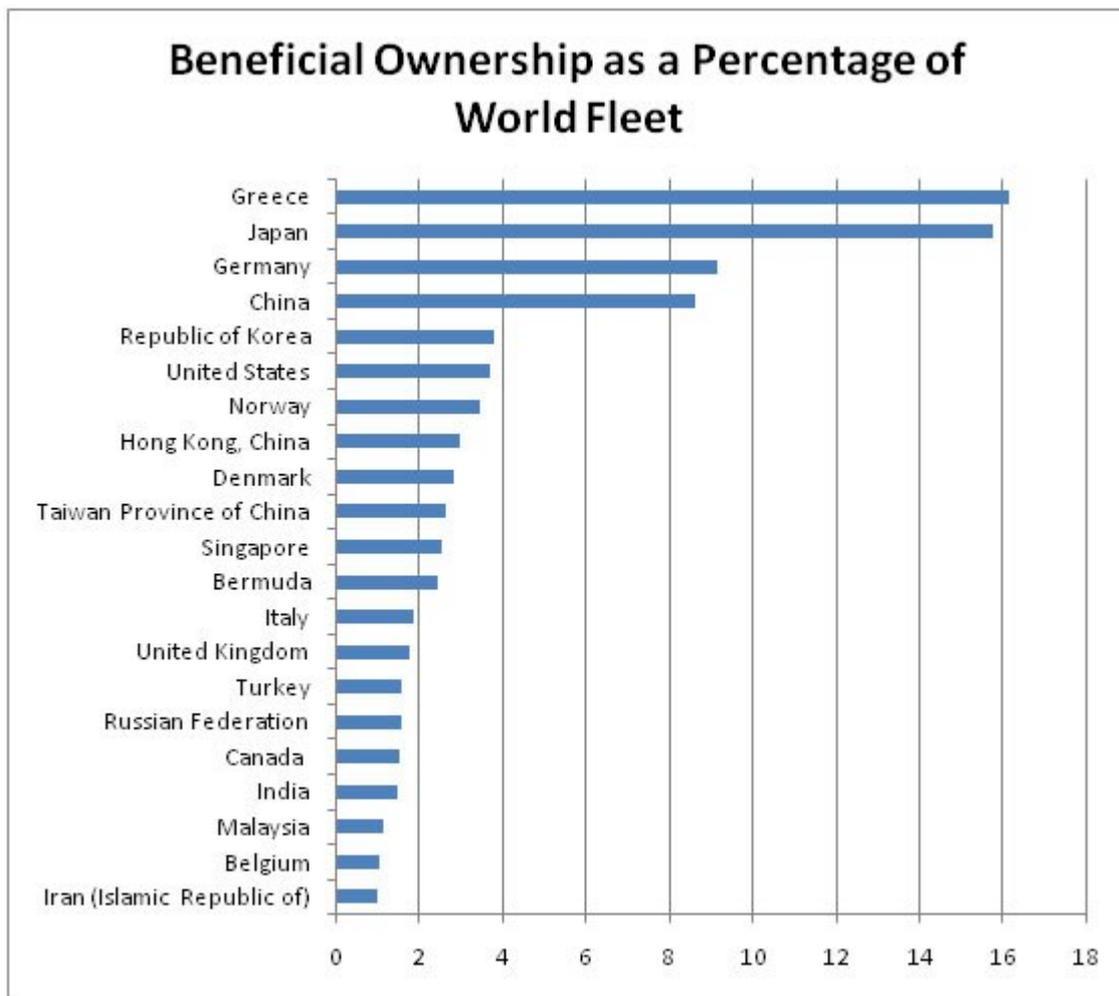
TOP 20 LARGEST SHIPPING FLAGS (JUNE 2011)



Based on total deadweight tonnage controlled by parent companies located in these countries.

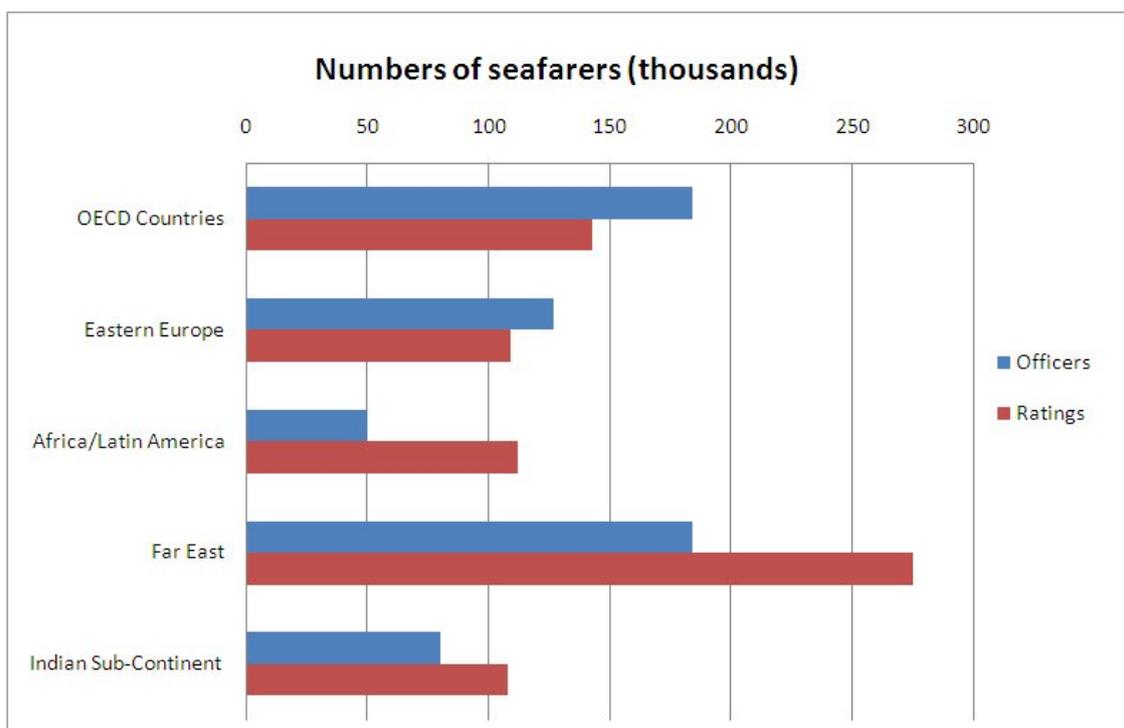
Source: IHS Fairplay.

TOP 20 BENEFICIAL OWNERSHIP COUNTRIES (JANUARY 2011)



NUMBERS AND NATIONALITY OF WORLD'S SEAFARERS (2011)

The worldwide population of seafarers serving on internationally trading merchant ships is estimated to be in the order of 466,000 officers and 721,000 ratings.

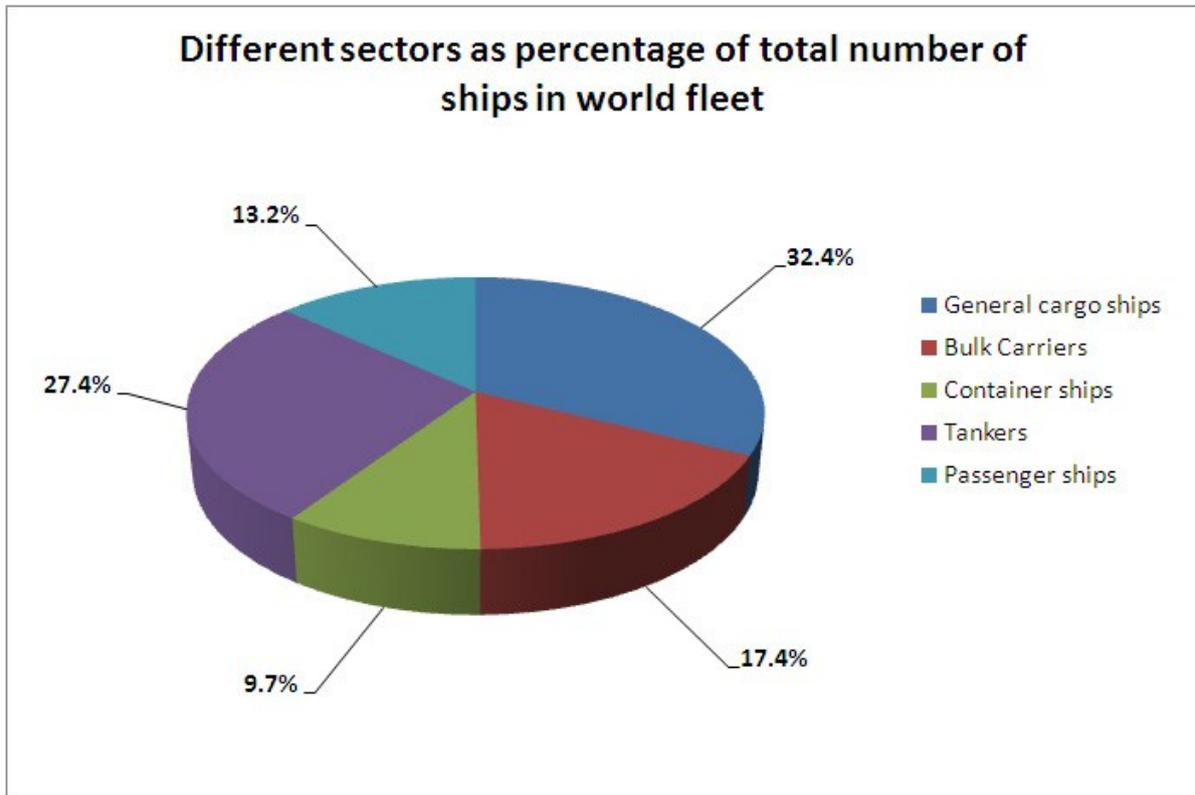


NUMBER OF SHIPS (BY TOTAL AND TRADE) (2010)

Figures in brackets are numbers of ships, by sector.

- General Cargo Ships (16,224)
- Bulk Carriers (8,687)
- Container ships (4,831)
- Tankers (13,175)
- Passenger ships (6,597)

TOTAL (50,054)



TOP TEN CONTAINER OPERATORS (2011)

Rnk	Operator	TEU	Share	Existing feet	Orderbook
1	APM-Maersk	2,518,522	15.9%	[Bar chart showing existing feet and orderbook for APM-Maersk]	
2	Mediterranean Shg Co	2,097,828	13.2%	[Bar chart showing existing feet and orderbook for Mediterranean Shg Co]	
3	CMA CGM Group	1,343,835	8.5%	[Bar chart showing existing feet and orderbook for CMA CGM Group]	
4	COSCO Container L.	646,310	4.1%	[Bar chart showing existing feet and orderbook for COSCO Container L.]	
5	Hapag-Lloyd	643,667	4.1%	[Bar chart showing existing feet and orderbook for Hapag-Lloyd]	
6	APL	617,424	3.9%	[Bar chart showing existing feet and orderbook for APL]	
7	Evergreen Line	614,278	3.9%	[Bar chart showing existing feet and orderbook for Evergreen Line]	
8	CSCCL	533,867	3.4%	[Bar chart showing existing feet and orderbook for CSCCL]	
9	Hanjin Shipping	468,952	3.0%	[Bar chart showing existing feet and orderbook for Hanjin Shipping]	
10	MOL	435,469	2.7%	[Bar chart showing existing feet and orderbook for MOL]	

Data provided by <http://www.marisec.org/shippingfacts/home/>
 Site supported by the company's whose logos are loaded below



WHAT ABOUT THE PHLEBOTOMISTS THE PORTERS, THE CLERKS AND THE GARDENER?

The NZ Medical Association has weighed in on the Government's prescription fee increase.

The **Allergists** voted to scratch it, but the **Dermatologists** advised not to make any rash moves.

The **Gastroenterologists** had a sort of a gut feeling about it, but the **Neurologists** thought the Administration had a lot of nerve.

The **Obstetricians** felt they were all labouring under a misconception. **Ophthalmologists** considered the idea short-sighted.

Pathologists yelled, "Over my dead body!" while the **Paediatricians** said, "Oh, Grow up!"

The **Psychiatrists** thought the whole idea was madness, while the **Radiologists** could see right through it.

The **Surgeons** were fed up with the cuts and decided to wash their hands of the whole thing.

The **Otolaryngologists (ENT)** specialists didn't swallow it, and just wouldn't hear of it.

The **Pharmacologists** thought it was a bitter pill to swallow, and the **Plastic Surgeons** said, "This puts a whole new face on the matter...."

The **Podiatrists** thought it was a step forward, but the **Urologists** were pissed off at the whole idea.

The **Anaesthetists** thought the whole idea was a gas, but the **Cardiologists** didn't have the heart to say no.

In the end, the **Proctologists** won out, leaving the entire decision up to the law makers in Wellington!



THE CAT'S DIARY WHAT YOU DIDN'T KNOW ABOUT YOUR MOGGY

Day 983 of my captivity

My captors continue to taunt me with bizarre little dangling objects. They dine lavishly on fresh meat, while the other inmates and I are fed hash or some sort of nuggets. Although I make my contempt for the rations perfectly clear, I nevertheless must eat something in order to keep up my strength.

The only thing that keeps me going is my dream of escape. In an attempt to disgust them, I once again vomit on the carpet. Today I decapitated a mouse and dropped its headless body at their feet. I had hoped this would strike fear into their hearts, since this clearly demonstrated my capabilities. However, they merely made condescending comments about what a "good little hunter I am. Bastards!"

There was some sort of assembly of their accomplices tonight. I was placed in solitary confinement for the duration of the event. However, I could hear the noises and smell the food. I overheard that my confinement was due to the power of "allergies." I must learn what this means and how to use it to my advantage.

Today I was almost successful in an attempt to assassinate one of my tormentors by weaving around his feet as he was walking. I must try this again tomorrow, but at the top of the stairs.

I am concerned that the other prisoners here are flunkies and snitches. The dog receives special privileges. He is regularly released, and seems to be more than willing to return. He is obviously retarded.

The bird must be an informant. I observe him communicating with the guards regularly. I am certain that he reports my every move. My captors have arranged protective custody for him in an elevated cell, so he is safe . . . for now



PADDY THE WANDERER

Paddy the Wanderer was an Airedale Terrier who roamed the streets of Wellington, during the Great Depression. He was a friend of cabbies, workers, and seamen alike. Paddy was known for greeting sailors in the Wellington Harbour and accompanying them, as a stowaway on their coastal steamers, and sometimes those trading overseas.



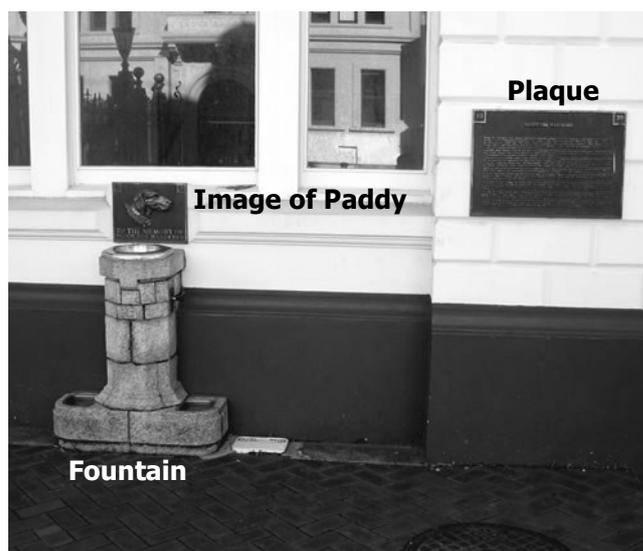
Paddy 'The Wanderer'

Paddy the Wanderer, according to a telephone call made to *The Evening Post* a day after his death, had been given to the daughter of Mrs. R. Gardner of Wellington by a horse trainer from Christchurch. After the child died, eleven years earlier, the dog ran away. According to Dianne Haworth's 2007 biography, the child had died of pneumonia; after her death, he wandered the Wellington Harbour and wharves and occasionally took trips on visiting ships. He had crossed the Tasman Sea many times, and had flown in a Gypsy Moth. He was rumoured to have made it to San Francisco and back. The Wellington Harbour Board adopted him under the formal title of Assistant Night Watchman, whose job it was to keep guard for "pirates, smugglers and rodents." Haworth also reports that apparently Paddy had once almost fallen victim to a dognapping scheme perpetrated by jealous citizens of Auckland!

He died on 17 July 1939 at Harbour Shed No. 1 apparently after a cold snap, and was taken to his funeral in a parade of twelve black taxi cabs and a traffic officer; according to Haworth, the city was brought to a standstill for the ceremony. The Ladies' auxiliary of the local SPCA took up donations in his name for a memorial. Including Haworth's 1997 *Paddy the Wanderer*, three biographies of the dog have been published.

When Paddy died on 17 July 1939, obituary notices were placed in the local papers; a radio tribute was also broadcast. Paddy was cremated at the city council yards.

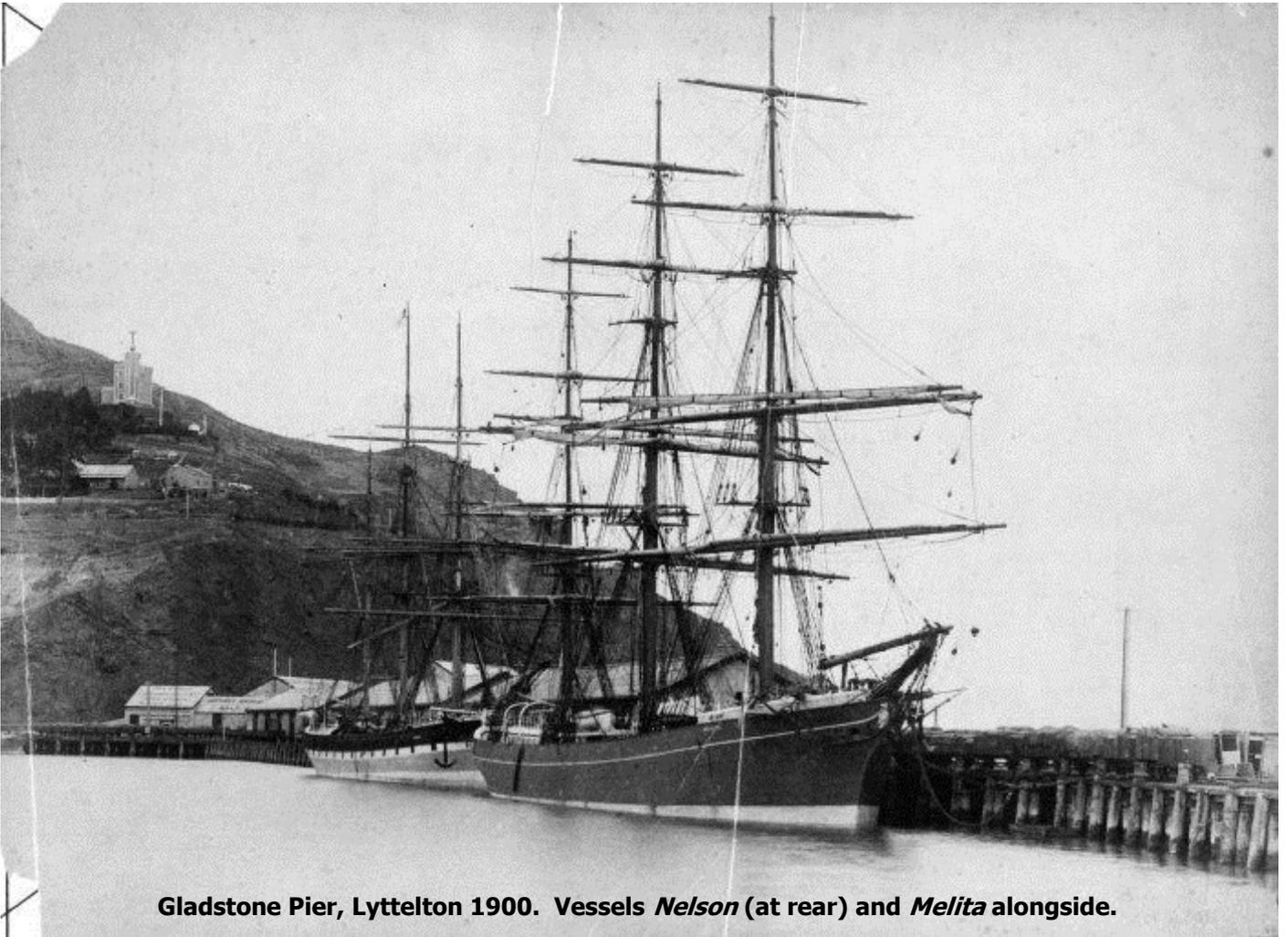
Paddy's memorial fountain was built using stones taken from Waterloo Bridge in London and paid for with funds raised by his friends and admirers. Its design includes two drinking bowls at the bottom for dogs, much like the more modern designs for fountains we see today in our dog parks.



The memorial drinking fountain and close by a plaque to Paddy the Wanderer against the New Zealand Academy of Fine Arts building on the Wellington waterfront just outside the main public entrance to Queens Wharf.

There are still many of us oldies who just remember Paddy but even when the last of us cross the bar the memory of Paddy will live on in both local Wellington City history and maritime legend.

Paddy the Wanderer
Breed: Airedale Terrier
Died : 17 July 1939 (aged 11+)
Wellington, New Zealand
Occupation: Assistant Night Watchman
Employer: Wellington Harbour Board



Gladstone Pier, Lyttelton 1900. Vessels *Nelson* (at rear) and *Melita* alongside.



Town Wharf, Wanganui ca. 1900



Anchor Song

**Heh! Walk her round. Heave, ah, heave her short again!
Over, snatch her over, there, and hold her on the pawl.
Loose all sail, and brace your yards aback and full --
Ready jib to pay her off and heave short all!
Well, ah, fare you well; we can stay no more with you, my love --
Down, set down your liquor and your girl from off your knee;
For the wind has come to say:
"You must take me while you may,
If you'd go to Mother Carey
(Walk her down to Mother Carey!),
Oh, we're bound to Mother Carey where she feeds her chicks at sea!"**

**Heh! Walk her round. Break, ah, break it out o' that!
Break our starboard-bower out, apeak, awash, and clear!
Port -- port she casts, with the harbour-mud beneath her foot,
And that's the last o' bottom we shall see this year!
Well, ah, fare you well, for we've got to take her out again --
Take her out in ballast, riding light and cargo-free.
And it's time to clear and quit
When the hawser grips the bitt,
So we'll pay you with the foresheet and a promise from the sea!**

**Heh! Tally on. Aft and walk away with her!
Handsome to the cathead, now; O tally on the fall!
Stop, seize and fish, and easy on the davit-guy.
Up, well up the fluke of her, and inboard haul!
Well, ah, fare you well, for the Channel wind's took hold of us,
Choking down our voices as we snatch the gaskets free.
And it's blowing up for night,
And she's dropping light on light,
And she's snorting under bonnets for a breath of open sea,**

**Wheel, full and by; but she'll smell her road alone to-night.
Sick she is and harbour-sick -- Oh, sick to clear the land!
Roll down to Brest with the old Red Ensign over us --
Carry on and thrash her out with all she'll stand!
Well, ah, fare you well, and it's Ushant slams the door on us,
Whirling like a windmill through the dirty scud to lee:
Till the last, last flicker goes
From the tumbling water-rows,
And we're off to Mother Carey
(Walk her down to Mother Carey!),
Oh, we're bound for Mother Carey where she feeds her chicks at sea!**

Rudyard Kipling

