



No. 1 / 2015

THE MEGAPHONE

January Report



A Happy & Healthy 2015 to all Members
and their Family & Friends

A combined meeting of the Sydney Branch, NI SE Aust. Branch, and AIN at 1800 hrs,
Wednesday 11th February, 2015 at the Occidental Hotel, 43 York Street, Sydney.

Guest Speaker

Capt. Will Martin, RAN

Topic

'Navigation and Warfare Training in the Navy – Now and in the Future'

Please confirm your own & spouse/ friend's intentions to attend by contacting

Capt. Frank Pickering

fpickering6@bigpond.com

Phone Mobile 0418 499 166 or if urgent 9520 6976
before 1200 hours, Monday 9th February, 2015

The Company of Master Mariners - Sydney Branch

NOVEMBER 2014

The November CMMA/NI. SE Aust Branch combined meeting was held at the Occidental Hotel on Wednesday 12th 2014. Unfortunately the Branch Master, Capt. Ted van Bronswijk was unable to attend due to work duties, and Capt. Richard Sandeman-Gay stood in as Chairman.

The speaker, Capt. Peter Cole is the current Master of the barque "**James Craig**" and was introduced by Mike Drake of the NI. Peter Cole gave a very interesting talk with a video and slides on '*Wind Ships Today*'.

On Saturday 8th November 2014, Hon. Ed and wife Elizabeth represented the MNA at the annual Life Members Luncheon of the Australian Legion of Ex-Service Clubs at the Cabra Vale RSL. The former Governor of NSW, Dame Marie Bashir, and her husband Sir Nicholas Shadahie attended.

On the 11th November Hon Ed. and wife Elizabeth attended the annual Remembrance Day Service at St. James Church in Phillip Street, Sydney. This service was followed by the annual Remembrance Day luncheon at the City Tattersalls Club in the Esperanto Room. The Speaker at the luncheon was Lt.Col.David Deasey, RFD, who gave an address on the Boer War.

The RAN's latest 'canoe' – the largest vessel built for the RAN. Info courtesy Geoff Walls, MNA.



The HMAS *Canberra* leaving Melbourne bound for Sydney on maiden voyage. Contributed by Capt Ted Wilson

DECEMBER 2014

The Sydney Maritime Industries Christmas party, the SMIX Bash, was held as usual on board the barque "*James Craig*" berthed at Darling Harbour, Sydney, on Thursday 4th December 2014.

As usual this was a great evening enjoyed by all. The Company of Master Mariners of Australia, Sydney Branch was well represented.



Iron barque "*James Craig*"



Hon.Ed. & John & Mary Wilson



Hon.Ed. wife Elizabeth & John



Capt. Ken Edwards



Part of the crowd on board



Sydney skyline from "James Craig"

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The following is an excerpt from The Mission to Seafarers newsletter **'The Master's Mariner'** that was written and sent to me by the Rev. Ian Porter, Principal Chaplain, The Mission to Seafarers, Sydney NSW. (Copies of the full Newsletter can be emailed if required.)

It is a heart-warming experience when we can do something to meet the desperate needs of Seafarers. A Russian Captain and his wife came to The Mission for the sole purpose of sending money to their daughter in Russia via our Western Union facility. They said she needed the money urgently and was literally waiting by the phone for her parents to call to say that it had been sent. It was evening and I was alone in the Centre. I had not sent money via Western Union before and those staff who were familiar with the procedure were either driving seafarers to the Port Botany, or off duty, or on leave.

Consequently, I suggested that it might be wise for to wait until a more experienced person was on hand to make sure the money was transferred successfully. The Captain's stress was apparent as he told me angrily, *'Don't try it, just do it!'*

Thankfully, we have detailed instructions printed out for us to follow and I followed them with great care! After the process had been completed, the Captain and his wife waited nervously until - thirty minutes later - their daughter confirmed that she had received the money. The difference in the parents' stress levels was immediately evident as the came back to me at reception with big smiles of relief, saying, 'It was done. Thank you very much, our daughter received the money'. I'm not sure who was most relieved - the parents, their daughter, or me!

Recently, I visited a vessel at the Bulk Liquids Berth at Port Botany. The vessel's crew are all Filipinos and I was aware that, although the vessel had been in port for two days, none of the crew had come ashore.

It was the crew's first voyage to Sydney and - after a month at sea - their greatest desire was to communicate with their loved ones.

When I reached the top of the gangway and introduced myself, the first question the guard asked me was, *'Do you have internet phone cards?'* When - as required - he called the Captain to inform him that a MtS Chaplain is visiting, I heard Captain say, *'You ask him if he has brought Internet phone cards!'*

When I entered the mess room, I was mobbed by the crew, who thought that I was awash with phone cards. Although they were mistaken, we can arrange for SIM Cards to be delivered via our next bus, and the details of Recharge Cards to be phoned through to me while I was here.

It was important for them to receive the R&R benefits of going ashore, so I encouraged them to seek permission to take some shore leave to distress and contact home.

Looking around the mess room, it was wonderful to see and hear so many seafarers delighting to speak with their wives and children back home.

For the next few days the seafarers used up quite a few recharge cards as they and their families soaked up the joys of reconnecting!

These small expressions of care may not seem much when compared with the joy of a seafarer entrusting his life to Jesus Christ; but it is precisely these things that give us the credibility that so often opens the 'doors' to life-saving conversations about the Lord Jesus and our desperate need for his forgiveness and transformation. ~ ~ ~

On the 10th December 2014, the Combined CMMA / NI Christmas Dinner was held at the Athenian Restaurant in Sydney. Everyone had a great evening with ample food, beverages, and Christmas Crackers with party hats.

The framed annual Outstanding Achievement Award of the Company of Master Mariners of Australia was presented to Mr John Christopher Jeremy by Capt. Ted van Bronswijk, the Federal Master and Sydney Branch Master. Ted also presented new Membership Certificates to Richard Pocock and David Field.



Capt. Ted and John Jeremy



Richard Pocock and Capt. Ted



A 'full' table

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Capt. Ted and David Field

On Saturday 13th December 2014, a few CMMA members and wives and Sister Mary travelled to Mount Colah, in the far reaches of Northern Sydney, to assist Dick and Ann Whittington with their problem of fridges so overloaded with booze and food that they feared they might explode. Their daughter Paula had stocked up so that her parents could celebrate their Golden Wedding Anniversary in style.



Ann and Dick



Artistically presented 'golden' desserts



Dick and Ann

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Over the barrel - Refers to a person who does not have much choice. Drowning, or the potential chance of drowning, was a frequent hazard faced by those who went to sea. Should some careless sailor happen to fall overboard and then be fortunate enough to be rescued, one of the methods of clearing his lungs was to place the nearly drowned person over a barrel and rock him, not so gently, backward and forward. As time was always at a premium on these occasions, the sailor was not given much choice in this treatment – regardless of how unwell he actually felt.

It should be noted that mouth to mouth resuscitation had not been invented at this time, which is probably just as well, as the prospect of administrating the kiss of life to a bearded, toothless man suffering from scurvy would not have been all that appealing.

Source: [With a Pinch of Salt – Captain Nick Bates](#)

The Company of Master Mariners of Australia

Master Mariners Congress 2015



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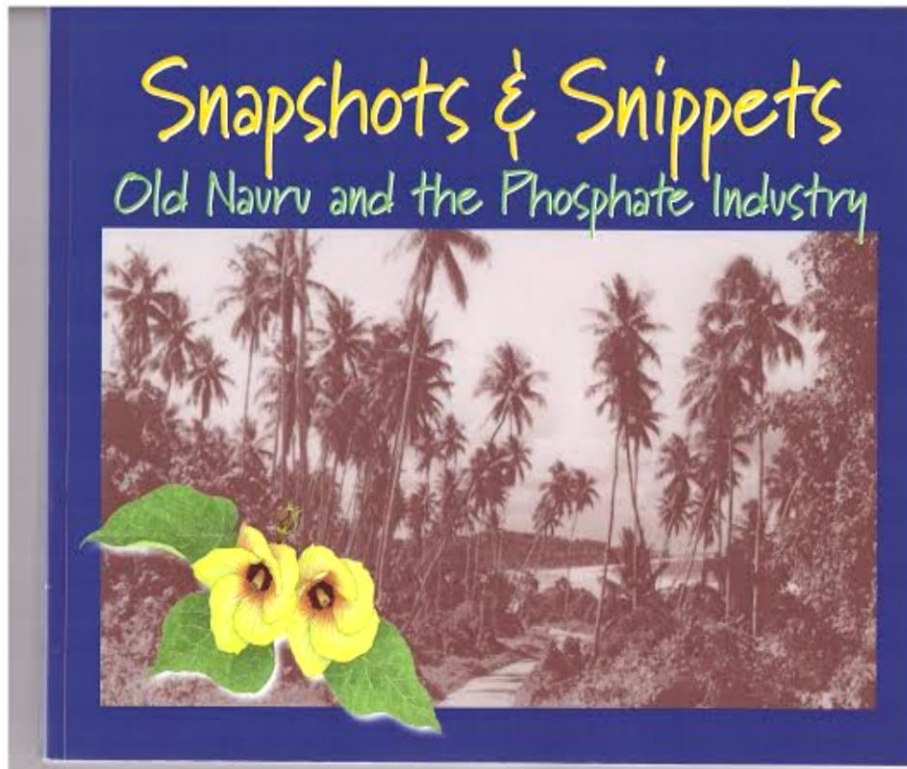
www.mastermariners2015.com.au

Have a question? Contact us

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OLD NAURU AND THE PHOSPHATE INDUSTRY

This newly released book by Dee Goodey is a comprehensive 256 page history of the island from its discovery in 1798 to Independence in 1968.

The author spent her formative years post-war on the island where her father was employed by the British Phosphate Commission.

Very engagingly written from ample research and rich with photographs from a forgotten era makes for an engrossing and interesting read, including of course the BPC ships.

The devastating period of the war years including the Japanese occupation is well documented which also earned the island the tragic unique distinction of bombardment in turns from Germany, Japan and the USA.

Copies of the book will be available for purchase at the next meeting on 11th Feb priced at \$45.

Source: Jimmy Bilimoria – jimmy.bilimoria@gmail.com

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HMS TERROR



An unlucky ship that participated in a number of historic events

HMS *Terror* was a bomb ship constructed by the Royal Navy in 1813. Intended specifically for carrying and firing large mortars (the shells were 10 and 13 inches in diameter), the hull was heavily reinforced. It first saw action in the bombardment of Stonington, Connecticut on 9-12 August 1814. Stonington at the time was a modestly fortified rebel stronghold. The rebels refused a surrender demand and bombardment by the four warships (including *Terror*) went on for four

days. The Royal Navy forces, under the command of Vice-Admiral Sir Thomas Hardy, lacked sufficient marines to attempt a landing, and eventually sailed away. *Terror* next participated in its most famous engagement – the Battle of Baltimore on 13-14 September 1814. This time, there were nineteen Royal Navy warships, including four other bomb ships. There was also a substantial detachment of troops ashore. After shelling Fort McHenry most of the night (and inspiring Francis Scott Key to write the poem “Star Spangled Banner”), the warships withdrew, the troops ashore also having failed to achieve their objective. In January 1815, after the signing of the Treaty of Ghent, but before official ratification and notification of combatants in the field, *Terror* participated in the successful British attack on Fort Point Peter, on the Georgia side of the St. Marys River, which was the southern Atlantic boundary of the United States at the time. British forces withdrew when the War of 1812 officially ended. Reactivated for service in the Mediterranean in 1828, *Terror* encountered heavy weather en route and ran aground near Lisbon, incurring significant damage. Reactivated again in 1836, *Terror* was dispatched on an expedition to northern Hudson Bay. Beset in the ice, it was forced up against a cliff, again being damaged. Returning to Britain the next year, it collided with an iceberg and almost sank. After extensive repairs, it was assigned to the 1840-1843 Ross expedition to the Antarctic. That extended voyage is remembered by the volcanic Mount Terror on Ross Island. After being fitted with a steam engine, *Terror* was assigned to the Franklin expedition in search of the Northwest Passage across the top of Canada. *Terror* and its compatriot HMS *Erebus* were last seen entering Baffin Bay in August 1845. There were no survivors from the ill-fated expedition. The hull of *Erebus* was located on the bottom of Victoria Strait in 2014. The wreck of HMS *Terror* has yet to be located.

Source: [Maritime Professional](#). Dennis Bryant Jan.09, 2015

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Battle of Actium



Octavian's victory ended the Roman Republic

After the assassination of Julius Caesar in 44 B.C., the Roman Republic was led by the Second Triumvirate, which consisted of Octavian (the adopted son of Julius Caesar), Mark Antony (the magister equitum of Caesar's army), and Marcus Aemilius Lepidus (a political ally of Julius Caesar). After Lepidus was marginalized, Octavian and Mark Antony vied for supremacy. Mark Antony relocated to Alexandria, became Cleopatra's lover and partner, and proclaimed Caesarion (Julius Caesar's illegitimate son by Cleopatra) as Caesar's true heir. After some hesitation, the Roman Senate threw its support behind Octavian. Antony, whose military power was in the eastern provinces, gathered his forces in Greece with plans to march on Rome. Cleopatra brought her fleet of warships to join those of Antony in the Ambracian Gulf on the Ionian Sea. As Octavian's armies closed in on Anthony's forces centered on Actium (on the north side of the Ambracian Gulf), a naval engagement became inevitable. Antony and Cleopatra's combined fleets numbered about 290 large and heavily-constructed galleys, designed for ramming enemy vessels. Octavian's fleet numbered about 250 smaller and faster galleys. Antony's forces had recently suffered from a severe malaria outbreak, resulting in the under-manning of most of his galleys. The two fleets met on the morning of 2 September 31 B.C. in the Gulf of Actium, just outside the Ambracian Gulf. Octavian's ships were fully manned and his sailors better trained and rested. Octavian's fleet was generally able to make hit and run attacks on the larger and slower galleys. Thus, the battle slowly tended in favor of Octavian. For some undetermined reason, perhaps thinking that all was lost, Cleopatra signaled her forces to retreat back to Egypt. Antony,

seeing Cleopatra's departure, quickly sailed after her. Antony's fleet was totally demoralized by these precipitous acts and was soon defeated. After some skirmishes around Alexandria some months later, both Antony and Cleopatra committed suicide. Octavian was given the title "Augustus Caesar" and proclaimed "first citizen" of Rome, effectively marking the beginning of the Roman Empire. [Maritime Musings](#). [Dennis Bryant](#). [Jan 23, 2015](#)

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LETTER RECEIVED FROM BRIGITTE PRUIJT

My name is **Brigitte Pruijt**, I'm 14 years old and I'm in pre-university education year 4. I would really like to join the **Wylde Swan**.

The **Wylde Swan** is a Masterskip (<http://www.masterskip-wyldeswan.com/#&panel1-2>) project in which they sail with 4th and 5th class in high school, to St. Maarten and back to the Netherlands. This journey is divided into 4 parts, each part consists of about 6-7 weeks of sailing.



The journey focuses on the technical subjects (so mathematics, physics, chemistry and biology), you get lessons about this subjects (theoretical and in the form of experiments), further you just make your work for yourself (3 hours a day, 6 days a week). The 4th journey looks best to me, this is the journey where you arrive in St. Maarten and sail back to the Netherlands (we will arrive in Rotterdam) via the Azores.

I will leave 7 March to go on his incredible journey. During this journey I would like to do a project, a project I can use for school, for the subject O&O (research and design) wherefore we have to do a great project for our examination, for my profile assignment. But also for my study later, I already know I want to do a technical study, at this moment I think I would really like technical mathematics and physics. The technical subjects and learning in a totally new surroundings, seem really nice and challenging to me. Further I actually don't have any sail experience at all, but because of this it looks like such a big adventure to me. I just want to try something that is totally new to me and learn new things this way.

During this journey you create a kind of mini-environment on board and you learn what going green really means. Because water is the only thing you see for a long time you learn how important the nature is to us humans and what is the best way to treat it. When I think about a project I think I would like to do some research, for example by getting bits of the seawater and do research about the amount of plastic in there. Or in what way you can provide energy best (for example by the water streaming past the boat).

I like to do these projects because I really love math and science. With researches like this you can just put all the knowledge you have together with some creativity and if you do it the right way you can make up a great solution to a problem. But this journey isn't free, of course (not at all, it is €4500,- excluding sail outfit). Another aim of the journey is that you learn to get money together yourself.

One of the conditions of school is also that I must get more than half of all the money myself. In different words: I'm looking for sponsors and a nice project so I can make this dream of me come true. If you're interested please send an email to this address: brigittepruijt@hotmail.com or give me a call (+31 6 28 17 23 48). If you do this we can figure out in what way we can help each other, because I really am willing to do an assignment for you. Further I will write a blog about my experiences on board and send it to you. [Source: Shippingnewsclippings](#). [143](#). [12/02/2015](#)

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Costa Concordia Captain Found Guilty, Sentenced to 16 Years



Captain of the Costa Concordia cruise liner Francesco Schettino walks in court during his trial in Grosseto February 11, 2015. Image © REUTERS/Max Rossi

GROSSETO, Italy, Feb 11 (Reuters) – An Italian court sentenced the former captain of the **Costa Concordia** cruise liner to 16 years in prison on Wednesday for his role in the 2012 shipwreck that killed 32 people off the Tuscan holiday island of Giglio.

Francesco Schettino was commanding the vessel, a floating hotel as long as three football pitches, when it came too close to shore and hit rocks off the island, tearing a hole in its side.

Schettino was convicted of multiple manslaughter, causing a shipwreck and abandoning his passengers in one of the highest-profile shipping disasters in recent years.

However, he will not actually go to jail before the end of Italy's long appeals process, which can take years after the court said he would not be imprisoned or put under house arrest until the whole appeals process is complete.

Investigators severely criticized Schettino's handling of the disaster, accusing him of bringing the 290 meter-long vessel too close to shore. The subsequent shipwreck set off a chaotic night evacuation of more than 4,000 passengers and crew.

He was also accused of delaying evacuation and abandoning ship before all the 4,229 passengers and crew had been rescued.

Prosecutors had asked for a prison sentence of 26 years for Schettino, who has admitted some responsibility but denied blame for the deaths that occurred during the evacuation.

The court sentenced Schettino to 10 years for multiple manslaughter, 5 years for causing the shipwreck and one year for abandoning his passengers. In addition he received a one month civil penalty for failure to report the accident correctly.

He was left alone in the dock to answer for the disaster after the ship's owners Costa Cruises, a unit of Carnival Corp, paid a 1 million euro (\$1.1 million) fine and prosecutors accepted plea bargains from five other officials.

He and Costa Cruises were jointly ordered to pay a total of 30,000 euros compensation to each of the ship's passengers as well as millions of euros in compensation to Italian government ministries, the region of Tuscany and the island of Giglio for environmental damage.

Earlier on Wednesday Schettino had rejected prosecution accusations that he had shown no sense of responsibility or compassion for the victims, saying "grief should not be put on show to make a point.

The massive hulk of the **Costa Concordia** was left abandoned on its side for two-and-a-half years before it was towed away in the most expensive maritime wreck recovery in history. The last body was not recovered until last year.

Schettino's defense team argued he prevented an even worse disaster by steering the ship close to the island as it sank. They said the sentence that was sought by prosecutors went beyond even sentences sought for mafia killers. (Writing by James Mackenzie; Editing by Raissa Kasolowsky and Susan Fenton) [Source: gcaptain. Reuters. Silvia Ognibene and Isla Binnie 11/02/2015](#)

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Ship's crew protest in Cairns after being told they would be sacked and replaced with foreign labour



The HUGHLI SPIRIT – Photo : Dale E. Crisp (c)

The **HUGLI SPIRIT**'s crew descended from their vessel after receiving their notices of termination, but they're not leaving Cairns. "We have decided we cannot meekly accept our fate, we've instead decided to sit in on the **HUGLI SPIRIT**," said crewman Mark Maranik. The **HUGLI SPIRIT** is owned by Teekay Shipping. The Australian crew has been told that once the ship arrives it will be retired from service and they will be flown home, replaced with a foreign crew. Police might be sent in to force them from the vessel and end the sit-in. Teekay Shipping's head office in Sydney wasn't staffed when The Cairns Post called. A political protest rally at berth 10 in Cairns Port in support of the 36 Australian crew of the **Hugli Spirit**, who are being replaced by foreign crew on as little as \$2 an hour. Defiant crew members disembark the **Hugli Spirit** to talk to supporters and media. Maritime Union of Australia Queensland secretary Mick Carr said the company's decision is not just a threat to the job security of the **HUGLI SPIRIT**'s 36 crew members, but a potential

threat to our economy and national security. “We’ve only got three weeks supply of fuel in this country and that petrol, aviation fuel and diesel – it’s critical to running the country,” he said. “The ongoing closure of refineries around Australia means we’re already 90 per cent reliant on imports and with the possible closure of Queensland’s two remaining refineries in the near future we could be 100 per cent reliant. “More than half of Australia’s fuel comes through the Straits of Hormuz to Singapore and then through the narrow Straits of Malacca, an area already notorious for its piracy. “You only need a polluted cargo to come here, you don’t necessarily need a direct act of terrorism, just the polluted fuel to come here and go into someone’s aircraft and that’s as good as terrorism.” About 20 unionists met the crew at the wharves . [Source : cairnspost. Lloyd’s List Australia.](#)

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Cunard’s flagship Queen Mary 2 to boost Oman’s tourism

Muscat: One of the world’s largest cruise liners, **QUEEN MARY 2**, will visit Oman on Tuesday, according to the cruise liner’s local spokesman. Khimji Ramdas said that **QUEEN MARY 2** port call will put Muscat on the world’s cruise liners’ map. “This is the best way to showcase Oman’s cruise facilities internationally. The length of the ship is 345 metres and the maximum radius of the turning basin is 300 metres. Bringing **QUEEN MARY 2** is one of the biggest challenges and Port Sultan Qaboos has brought the vessel alongside safely before. They have illustrated their technical supremacy by bringing the vessel into the port without turning the ship in the turning basin,” said MC Jose, CEO, projects and logistics, Khimji Ramdas. He also said that it will be great to see such a big ship anchoring at the Sultan Qaboos Port. “I think the schools should take an initiative and bring the children to the Muttrah Corniche to see this ship entering and sailing.” She will come in at 8 am in the morning and will sail at 6 pm. “One can take a close up picture when she comes close to the Muttrah Corniche to enter the port. It will be a great opportunity to have a family picture with Queen Mary 2 in the background,” said M C Jose.



The **QUEEN MARY 2** can accommodate 2,620 passengers and 1,253 officers and crew. In her first 10 years of operation, the ocean liner has undertaken more than 420 voyages, including 200 trans

Atlantic crossings. **QUEEN MARY 2** is Cunard’s flagship and offers a huge space on board and an array of state-of-the-art facilities including a 3D Cinema, planetarium and a spa. History was made in 2010 when she made her maiden visit at Port Sultan Qaboos at Muscat. “It was the first time a ship of such voluminous proportions entered the Port Sultan Qaboos. At that time the port was very congested as cargo loading and unloading used to take place there. But now the port is very safe and there is a lot of space to move around. So, this is a unique opportunity for the residents in Muscat to witness such a majestic ship,” Jose said.

It was learnt that **QUEEN MARY 2** will occupy two berths compared to a normal ship which occupies only one. “The management and staff of Khimji Ramdas Shipping is delighted to have this opportunity of bringing **QUEEN MARY 2** into Oman. This important port call became a reality with the whole hearted support of the Port Service Corporation, different departments of the ROP such as Customs, immigration and coast guard. The tourism ministry extended tremendous support for convincing the Cruise Line owners for attracting cruise vessels to Oman,” he added. Khimji Ramdas said that they alone are set to receive around 300,000 tourists from all over the world this season. Altogether, they will be handling 134 luxurious cruise ships. The cruise season started on October 18 last year when **SEABOURN ODYSSEY** reached Salalah and will come to end on June 13, this year when **CS SEA PRINCESS** will be leaving Muscat.

[Source : Times of Oman. Shippingnewsclippings. 29/01/2015](#)

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Anglerfish

The true inventors of the fishing lure



Anglerfish belong to the bony fish order Lophiliformes. They range in size from about six inches to more than four feet in length and are generally found in deep pelagic waters or continental shelf waters, often on or near the sea floor. The first spine of the dorsal fin has separated from the fin proper, is elongated, and hangs out over the face. Often inhabited with bioluminescent bacteria, the enlarged tip of this spine (or esca) is used to attract prey. When the prey is sufficiently close, the anglerfish opens its oversized mouth and swallows the prey whole. The teeth are slanted in, allowing the prey to easily

enter the mouth, while making departure extremely difficult. The anglerfish has soft bones and can distend or expand both its mouth and its body, allowing it to swallow prey nominally larger than itself. The fishing lure technique seems to have evolved because the anglerfish generally live in resource-poor waters where prey may be scarce. The anglerfish is able to remain relatively stationary for long periods, waiting for prey to come to it, rather than expend energy scouring the seas for food. For some species of anglerfish, sexual reproduction presents a similar problem in that mates are often difficult to find. These particular species have developed a unique solution, not widely recommended. The males of these species are several orders of magnitude smaller than the females. They attach themselves to the females and atrophy to the point that they are no longer capable of an independent existence. Rather, their only real function is to provide sperm to fertilize the females' eggs. Only one family of anglerfish, known in North America as the monkfish, are widely consumed by humans. The others are too few and widely dispersed to be targeted.

Source: [Maritime Professional](#). Dennis Brfyant Jan. 2nd. 2015

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50th Year Commemoration of funeral procession for Sir Winston Churchill

On [January the 30th](#), Britain held commemorations to mark 50 years since the funeral of Sir Winston Churchill, including a re-enactment with the same launch **Havengore**, that had carried his coffin on the Thames.

Churchill certainly had his faults, but as a superb leader, with brilliant oratory skills, & the sheer force of his personality, he not only captured the hearts of his countrymen, but also those of the Commonwealth & Allies. More importantly he instilled confidence in his military commanders, as he stood out like a colossus, amongst great men.

Churchill had a great admiration for the British Merchant Navy for their contributions during the hostilities. He had also travelled on the **Queen Mary** several times to America during the dark days of the war, when Captain James Bisset was in command. It was appropriate then that he & Lady Churchill sail on the **Queen Elizabeth** in January 1946, with the newly knighted Commodore Sir James Bisset in command, from Southampton to New York with the returning 12,314 Canadian Troops.

During the passage, Churchill addressed the ship's complement with this wonderful speech:

"My friends and shipmates in the Queen Elizabeth!"

"For most of you it is homeward bound. It has been a good voyage in a great ship, with a fine Captain-or indeed Commodore. We have not got there yet, but I am quite sure he will find the way alright. At any rate, he has been over the track before, and as I can testify myself having been several times with him, in those days there used to be U Boats and things like that. They all seem to have dropped off and we don't have to worry about them all now. Something seemed to have happened. The seas are clear, the Old Flag flies, and those who have done the work or some of it- because the British did some-return home again, their task accomplished and their duty done.

What a strange, fearful, yet glittering chapter this war has been! What changes it has wrought throughout the world and in the fortunes of so many families. What an interruption in all the plans each of us had made! What a surrender of the liberties we prized! What a casting away of comfort and safety. What a pride in peril. What a glory shines on the brave and true! The good cause has not been overthrown. Tyrants have been hurled from their place of power, and those who thought to enslave the future of mankind have paid, or will pay, the final penalty.

You Canadians, many of whom served in the Canadian Fifth Division, no doubt have in your mind the victories of Italy and the Rhine. But we British always think of the days of 1940 when the Canadian Army Corps stood almost alone in Kent and Sussex, and the Germans had 25 divisions ready to leap across the Channel and wipe Great Britain out of life and history. I think about those days, too, sometimes and how fine it was to see everyone at home and throughout the Empire, moved by the same impulse. So simple and so sublime – “Conquer or Die”.

Victory in arms, or in every walk of life is only the opportunity of doing better on a larger scale and at a higher level. Do not be anxious about the future! Be vigilant, be strong, be clear-sighted, but do not be worried. Our future is in our hands. Our lives are what we choose to make them. The great British Commonwealth and Empire, emerging from the fire once again, glorious and free, will form a structure and an organization within which there will be room for all, and a fair chance for all.

Yesterday I was on the bridge, watching the mountainous waves and this ship- which is no pup-cutting through them and mocking their anger. I asked myself, why is it the ship beats the waves when there is so many and the ship is one. The reason is the ship has a purpose and the waves none. They just flop around, innumerable, tireless, but ineffective. The ship with a purpose, takes us where we want to go.

Let us therefore have purpose, both in our National and Imperial policy and in our private lives. Thus the future will be fruitful for each and all, and the reward of the warriors will not be unworthy of the deeds they have done”.

Sir James Bisset commented in his autobiography as follows:

As these words resounded in the gigantic ship, with her engines throbbing as she pounded through the seas at 30 knots and thirteen thousand souls in her, listening, I felt, as many of the others on board must have felt, that the power of eloquent, persuasive words has always been, and perhaps always will be, the strongest influence on human lives. We had heard Winston Churchill’s political swansong, and the occasion was memorable. He had the last word in the “War of Words”, and it was fitting that this final message was delivered at sea.



Tribute: The **Havengore**, the same boat that carried Winston Churchill’s coffin in 1965, passes HMS **Belfast** and Tower Bridge yesterday.



© TopFoto

Tribute: The sight of cranes bowing their heads as Sir Winston Churchill's coffin passed is one of the most moving in modern British history.



Remembered: Two pipers played on the bow of the ship as a wreath was cast into the River Thames as part of the day's commemoration



© Getty Images

Respect: Crowds gathered at London's Tower Bridge to remember Winston Churchill and watch a flotilla recreate his final journey

Maritime Musings > February 2015

A marine echinoderm with feathery arms



The sea lily (Bourgueticrinida) is an order of marine animals referred to as crinoids. They are typically found in deep ocean waters (to a depth of about 18,000 feet). In their adult form, they are attached to the sea floor by means of a stalk. The main body is referred to as the calyx, the aboral surface of which is studded with plates of calcium carbonate. Above that are five or more pairs of feather-like arms, from which the sea lily takes its common name. The arms gather organic material on cilia and pass it to the mouth. After the food is digested in the U-shaped gut, waste is ejected through the anus, inconveniently located next to the mouth. A few sea lilies grow up to three feet in length, but most are smaller. During the Permian period (300-250 million years ago), sea lilies flourished with 600 documented species, but only 80 species grouped into five families are known today. A close relative, known as feather stars, is somewhat similar, but, lacking the stalk, is considered free-swimming. The term free-swimming, though, is somewhat misleading as feather stars lack structures for significant mobility. Free-floating may be more accurate. The sea lily has a water circulatory system that maintains hydraulic pressure in the body. A rudimentary blood system operates between sinus cavities to transport nutrients and to function as a respiratory and excretory system. The nervous system is very basic. There are separate male and female sea lilies, which reproduce by releasing sperm and egg into the sea water. The fertilized eggs hatch into free-floating larva, which soon develop into the adult stage and affix themselves to the sea floor. The major predator of the sea lily is the sea urchin. Fossilized column segments of sea lilies extracted from limestone have been threaded into beads, known in the United Kingdom as St. Cuthbert's beads and in the United States as Indian beads. [Source: Maritime Today. Dennis Bryant. Feb. 13th 2015](#)

BOOK REVIEW



Title: The Master Mariner, Book One, Running Proud

Author: Nicholas Monsarrat

Publisher: Pan Books, London and Sydney, 1978

ISBN: 0 330 25845 1

Pages: 509

NB: The cover shown here is for Volumes 1 & 2.

The details above are for the Book One copy in my possession whose online picture I could not find.

Reviewer: Elizabeth Sandeman-Gay

The name Nicholas Monsarrat is such a giant in writings of the sea that I imagine every seafarer has read much of his work, especially *The Cruel Sea*. Although I missed *The Cruel Sea*, which featured the Royal Navy, I am mightily pleased to have found this, *The Master Mariner* Book One, *Running Proud*, a novel featuring other types of seafaring. Book Two, *Darken Ship*, was incomplete at Monsarrat's death in August 1979.

Despite being a fictitious tale, ostensibly about a young sailor named Matthew Lawe, the book is really a series of historically relevant seafaring stories set over a period of two hundred years in disparate parts of the world. Matthew Lawe is an interesting contrivance used to link temporal and spatial elements with which, and characters with whom, we are all fairly well familiar. However, your familiarity should not be taken for granted.

Exactly how much do you know about the political contexts of Sir Francis Drake or Mr Samuel Pepys? Were you fully aware of the reason Henry Hudson "was censured for 'voyaging to the detriment of his country'"? What detail can you tell of Henry Morgan, James Cook or Horatio Nelson? Stories of all these and more are filled with the smells and sounds, the politicking and contexts of the day. But more than that, these stories are told with wonderful prose and poetic language.

"Before him lay the town, ... But Matthew Lawe was preoccupied with the smaller things, and his main gaze rested on the tide-mark: the rime of flotsam on the sand, the seaweed, the chippings of wood, the pale husks of shrimp and crab, the rope-strands, the polished shells of periwinkle-blue, blood-red, dawn-yellow." (p15)

"... while pretty Lucy combed his hair. Presently he reached up, with a smile almost fatherly, and began to unbutton the throat of her bodice until it was wide and free ... It seemed that Mr Secretary Pepys, at fifty-one, was unreformed – as his beloved wife might have been the first to tell him." (p 251)

"In the small swift dawn of the Caribbean, when the world changed from an inky blackness to a bright pale yellow, within the space of half an hour, the pirates lay in wait among the trees. They had slipped ashore ... Now they listened, with the utmost sympathy, to the screams and cries of the castaways, the wild prayers ... They listened, and forbore to laugh aloud in case it should alarm the shipwrecked mariners – and made ready their weapons." (p 188)

Monsarrat's *The Master Mariner, Running Proud*, is an enthralling read whether you're a seafarer, an historian, a lover of literature or you just love good stories.

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All things being equal in all respects and my laptop promising to behave this year, I shall have the next issue of the Megaphone out at the beginning of March in plenty of time for the Branch Meeting and Branch AGM on Wednesday 11th March 2015, at the Occidental Hotel, at 43 York Street, Sydney.

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