



The Porthole

Volume 15 No. 03

March 2015

The newsletter of the South Australian Branch of the Company of Master Mariners of Australia.

PO Box 1, PORT ADELAIDE, SA 5015



From the Branch Master

Welcome.

The Biennial Congress at the Australian Maritime College, Launceston, draws closer, and, if you haven't registered your attendance, you are encouraged to do so.

We are pleased to announce that His Excellency the Honourable Hieu Van Le AO, Governor of South Australia, has agreed to be our Patron during his term of office. We look forward to being able to welcome His Excellency, and Mrs Lan Le, to a meeting later in the year.

There is nothing to report on Federal matters, as there have been no meetings of the Federal Court this month; the next meeting will be the Annual General Meeting after the Congress.

The list of proposed guest speakers continues to grow, but presentations do not have to be confined to maritime matters, so if you hear an interesting presentation elsewhere please bear Master Mariners in mind.

Life at sea has always been dangerous, but going ashore can be equally dangerous. Although no crew members from the MSC Splendida or Costa Fascinosa were killed or wounded in the terrorist attack on Tunis' Bardo National Museum, our thoughts are with the dead and wounded and their families, and with the Tunisians who are affected by the attack and by the withdrawal of Tunis from cruise itineraries.

Best Wishes,

Paul P

Branch Master

Guest Speaker:

Mr Bill Leahy, Tourism Consultant.

Topic: *Adelaide Central Market*

The next Branch Meeting will be held at the Largs Pier Hotel, 198 The Esplanade, Largs Bay, on Wednesday, 25th March 2015 at 1145 for 1200.

Please confirm your attendance at the lunch or register your apology before 1200 on Monday, 23rd March 2015 with either Ian Dickson (8396 1030) or Paul Phillips (0407 779 209)

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The Company of Master Mariners of Australia Ltd. is a Company established to promote and further the efficiency of the Sea Service generally, and uphold the Status, Dignity, and Prestige of Master Mariners in particular.

The Company of Master Mariners of Australia Ltd., S.A. Branch.

Branch Meeting at the Largs Pier Hotel, on 25 February 2015, at 1200

Minutes

1. **Meeting opened** at 1202 hours. The Branch Master welcomed members and guest.
2. **Members present**: Captains Phillips (Branch Master), Buchanan, Carr, Dickson, Ferrao, Hehir, Holmes, Kemp, Parsons, Pronk & Westley, and Mr Wynne.
Guest: Nick Frank
3. **Apologies**: Captains Bourne-Jones, Carrington, Carter, Fraser, Jayasuriya, Lydell, Marshall, Pearson, Rajagopalan & Don Sleath, and Messrs Boettcher & Hales.
4. **Minutes of last business meeting**: 28 January 2015 (circulated in the Porthole). Capt Pronk moved and Capt Westley seconded that the minutes be accepted as a true and correct record of proceedings: carried.
5. **Business arising from the minutes**:
 - a) **Speakers**: Several possibilities are being explored, including Australian Maritime & Fisheries Academy and Le Fevre High School. Capt Buchanan advised that Bill Leahy would be willing to give a talk, and Capt Pronk said that he had 2 possible speakers in mind
Visits: Australian Maritime & Fisheries Academy.
Norwood Traffic Control.
 - b) **Re-engraving of the One and All bell**: This project has stalled because no person will authorise the removal of the bell from the vessel.
 - c) **Letter to the Federal Court expressing this Branch's concern at the decline in the national capacity to build and service our own Merchant and Naval vessels**: No reply received to date.

6. **Treasurer's Report**: (Report tabled)

Balance at 31/01/2015	957.02	Bendigo Bank deposit at 31/01/15	2,703.74
Income	1,245.00	Interest added quarterly	<u>0.00</u>
Expenditure	<u>0.00</u>	Total at 25/02/15	<u>2,703.74</u>
Balance at 25/02/2015	<u>2,202.02</u>		
		Bendigo Bank Term Deposit	6,809,91
		Interest earned	<u>241.75</u>
		Reinvested on 2/02/15 for 9 months at 3.40%	<u>7,051.66</u>

Capt Dickson proposed and Capt Parsons seconded that the Treasurer's report be accepted: Carried.

7. **Membership**:

Applications:

Applicant	Status sought	Branch	Master's Certificate			Occupation/ Position
			No.	Date	Place	
Stuart Graham DAVEY	Ordinary	Western Australia	AY0632 9	5/12/2005	Freman- tle	Deputy Harbour Master, Fremantle Ports.
Ashutosh Shashi- kant KHARKHANIS	Ordinary	Western Australia	IF00822 7	18/09/200 6	Mumbai	Technical Officer, IFAP Training Facility, Fremantle.
Richard Lewis ROUSE	Ordinary	Sydney	COC006 0915	28/02/201 3	UK	2/0 "Maersk Logger".

Ratifications:

Applicant	Status	Branch
Kevin Ronald STONE	Ordinary	Western Australia
Eduardo ALCAREZ	Ordinary	Melbourne
Sebastian Daren LOCKE	Ordinary	Western Australia
Dylan George SMITH	Ordinary	Western Australia
John Richard WATKINSON	Ordinary	Queensland

Upgrading from Associate Member to Ordinary Member:

Applicant	Branch
John Richard KAVANAGH	Queensland
Shannon John NICHOLSON	Western Australia

Both members recently obtained their Master Unlimited qualification

At the last Branch meeting it was noted that an application from Vikas BANGIA did not include the number of his Master's certificate. The Federal Secretary was advised, and he has advised the Western Australia Branch Master, who has undertaken to obtain the number.

Resignation from this Branch: Andy Lees, 2683, (effective 31/12/2014), has moved to Gardeners Bay, about one hour's drive south of Hobart.

Branch Members:

Category	Number		
	Financial	Unfinancial	Total
Members	7	0	7
Seagoing members (incl. tug crews & pilots)	1	2	3
Retired members	15	0	15
Associate member	<u>2</u>	<u>1</u>	<u>3</u>
Total paying members	25	3	28
Honorary members	<u>4</u>	<u>0</u>	<u>4</u>
Total Levied Members	<u>29</u>	<u>3</u>	32
Life Members			<u>2</u>
Total Branch Membership			<u>34</u>

8. **Correspondence 17/01/15 to 13/02/15:** (Summary tabled). Inwards correspondence received & outwards correspondence approved at the Branch Court meeting on 18/02/15.

As no reply had been received from Government House re Vice-Regal patronage, a follow up e-mail was sent, which elicited a request for a copy of the Constitution and a copy of the minutes of the last AGM. Both have been sent and a reply is awaited.

9. **Federal Matters:**

- a) Federal Court: 4/02/15
1. Treasurer's Report: In 2014, the Company made a profit of \$4000. The Federal Court account balances are:
- | | 2014 | 2013 |
|---------------------------|--------------------|--------------------|
| Cheque Account | 23,893.99 | 26,089.78 |
| ING Direct | 19,032.05 | 18,615.82 |
| Inventory | 1,601.00 | 1,765.00 |
| TOTAL ASSETS | \$44,527.04 | \$46,470.60 |
| Loss for the year: | \$1,943.56 | |

Federal Treasurer's report continued on page 4.

Federal Treasurer's Report continued from page 3.

The budgeted income was \$4,134 more, due to the contribution of \$3,000 by the WA Branch to assist with the anniversary book.

Expenditure varied considerably among budgeted items, but overall the total expenditure was 3% less than the budget estimation.

Due to the WA Maritime Day profit, the annual income is approaching the GST Exemption threshold.

2. Outstanding Achievement Award: Sydney Branch nominee, Mr John Jeremy, was the recipient of the Award. Subsequently, he been awarded an AM. Nominations are now sought for the 2015 award.

3. Registrar's Report: Total membership: 478, with 7 applications pending ratification.

WA has adopted a new category of membership: Friend (81+, have resigned, surrendered voting rights & cannot serve on committees, but may attend meetings and will continue to receive "MM Journal" & local "Points West").

4. Biennial Congress 2015: All contracts signed. Now very concerned at low number of delegate registrations.

5. Nominations for Court Positions: Nominations are called for the positions of Treasurer and Registrar, as the current holders wish to retire. The Secretary's 2 year term is due to expire, but he is prepared to consider continuing, possibly in the position of Secretary/Treasurer, with increased remuneration.

6. 2016 Levy: will be set at the next Federal AGM.

7. AGM 2015: The afternoon of 15/04/2015 in Launceston, immediately after the conclusion of the Congress.

b) 75th anniversary book: Mike Sullivan, the author of the book, has failed to meet deadlines. A new deadline of 4 weeks with a draft manuscript to be made available before the Congress.

10. Motions on Notice: Nil.

11. General Business:

a) Articles for "Master Mariner". Always required.

b) Company plaques The plaques are not yet available. The cost is expected to be less than \$300

c) Submarine Building Program The Branch Master stated that, while it would be inappropriate for the Branch to comment publicly on the current submarine building debate, he reminded Members that they can make their individual views known to the relevant Members of Parliaments.

12. **The next Branch meeting will be held at 1145 for 1200 on Wednesday, 25 March 2015, at the Largs Pier Hotel, Largs Bay. The guest speaker is to be advised.**

13 The business meeting closed at 1247 hrs and members adjourned for lunch.

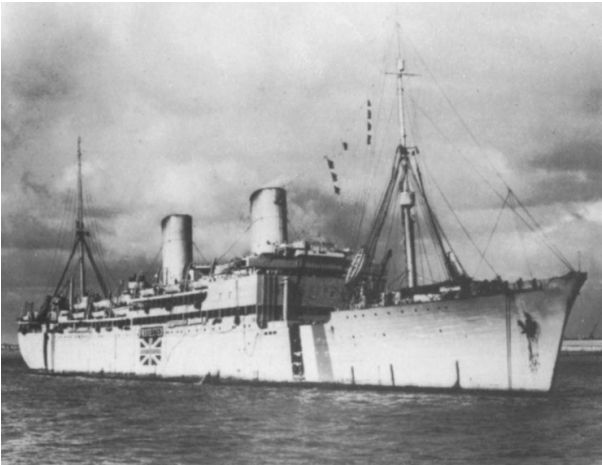
The meeting resumed at 1340 hrs. In the absence of a guest speaker, Capt Carr read an article by M.B. Gordon and published in "Ships Monthly" of May 1999.

"Arundel Castle" - an Unusual Voyage

The author, M. B. Gordon, joined Union Castle Line as a cadet during WWII and on his second voyage was posted to "Arundel Castle" in 1943. The vessel spent most of 1943/44 trooping, first in the Mediterranean, and then on transatlantic service, ferrying American troops prior to D-day. However, when he returned from leave

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he found that the defensive armaments had been removed, a large Union Flag painted either side of the hull and broad red, white and blue stripes painted across the fore and after decks. If that was not enough, there were German Officers among the British troops.

During the writer's leave, the protagonists had agreed to an exchange of POWs who were considered to be unable to take any further part in hostilities because of wounds, sickness etc. Approximately some 2,000 Germans (including some German Army nurses captured at St Malo) were assigned to "Arundel Castle" to be exchanged with the same number of British POWs in neutral Sweden. The exchange had been arranged by the Red Cross and the ship would be joined by the Swedish Liners

"Drottningholm" and "Gripsholm", which as neutrals, wore their peacetime colours.

The Germans were embarked in Liverpool, some on crutches, others on stretchers. Some wore British battle-dress with large coloured circles sewn on which denoted their POW status, while those more recently captured wore their German uniforms. All sections of the German forces were represented – Luftwaffe aircrew, U-boat seamen and Wehrmacht soldiers.

The three vessels sailed from Liverpool, fully illuminated like three enormous Christmas trees. They rendezvoused with a German escort which led them southwards to the Norwegian port of Kristiansand, where a German pilotage team boarded to navigate through the German minefields. At Strömstad, the Germans left and a Swedish destroyer led them to Gothenburg, where Swedish Red Cross officers boarded to assess the more serious cases.

The writer was accommodated low down in the ship and to get to the bridge had to pass through some troop accommodation. This resulted in ribald comments from the U-boat occupiers but most of it seemed pleasant enough banter. Much different from a previous voyage when this space accommodated a contingent of A.T.S. girls. He learnt that women, *en masse*, could out perform any bunch of hard-case men.

The homeward voyage was supposed to mirror the outward trip but an hour out of Gothenburg a bit of a hitch occurred. A few British soldiers had previously escaped from German camps and made it to Sweden where they were interned in rather relaxed conditions. They took the opportunity to stowaway on "Arundel Castle" and made the mistake of coming out of hiding while the ship was still in Swedish waters. The formal agreement was to exchange the exact number of service personnel. The captain had no choice but to transfer the men back to the escorting Swedish destroyer.

This did not go unnoticed, and when the German naval party boarded, so did a party of German soldiers to ascertain that no extra British soldiers were on board. A thorough search and head count took place but all proved to be correct. The soldiers left while the naval party navigated the vessel back to Kristiansand. An E-boat and a surfaced U-boat provided an escort as far as Stavanger before allowing the ships to return to Liverpool on their own. They arrived in Liverpool to be greeted by a Military band and a cheering crowd.

Then it was back to Glasgow to re-ship the guns and paint out the red, white and blue and back to trooping.

So ended a truly memorable voyage.

—oo0000oo—

"What's Your Problem." The Advertiser. Wednesday, February 25, 2015

Q: While the first pip on analog radio time signals indicates the exact time, digital radio transmission is delayed compared to analog. Why is there a delay and how long is it?

A: If you were to listen to the same station on two radios, one analog and one digital, you would notice a few seconds delay between them – with the digital broadcast slightly later.

This is because all station transmissions start as an analog broadcast and then the signal must be transformed into a digital transmission using Mpeg2 encoding and COFDM modulation.

The digital signal must then be converted back to the sound that you can hear. This takes approximately three seconds.

COFDM: Coded Orthogonal Frequency Division Multiplexing

The following two reports were published in The [Melbourne, Vic.]:Argus on Saturday,9 September 1944.

“AIF MEN IN POW EXCHANGE

Mostly From 6th and 7th Divisions

Sixty-seven Australian soldiers are among 2,635 Allied repatriates who have arrived at Trelleborg, in Sweden, en route to Gothenburg, where they will be exchanged for 2,345 German prisoners.

Most of the Australians are 6th and 7th Division men captured in Crete and the Western Desert. None is seriously invalided and all cases are classed as walking wounded. There are four RAAF personnel.

The Allied soldiers are scheduled to leave Gothenburg for England on Sunday in the Swedish liners *Drottningholm* and *Gripsholm*, and the British hospital ship *Arundel Castle*.

Nazi train ferries flying the swastika drew into Trelleborg yesterday afternoon bearing the first of the Allied contingent. A Swedish band on the wharf played popular British and American airs, and Swedish Red Cross nurses and officials met the prisoners with food. A group of British and American journalists also welcomed the prisoners.

The repatriates carried with them bundles and boxes containing their few possessions and souvenirs.”

“AUSTRALIANS IN EXCHANGE OF PRISONERS

from GODFREY BLUNDEN Special
Correspondent of THE ARGUS, by
Wireless from Stockholm

Following are the names and numbers of 67 Australians, included in a contingent of 2,635 Allied prisoners of war who have arrived in Sweden on their way to England:

Major W. H. Perry, Melbourne; Salvation Army Padre H. Hosier, Sydney; Captain W. Gunter, Sydney; Lieutenant P L. Bruton, Melbourne; Sgt Parsons, Corporals Kennedy, VX5198; Russell, WX7959; Antezark, WX8887; Kavanagh, 0X2736; Oates; NX7482.

Privates Brown, VX12592; Barrett, VX6804; Bourke, NX7670; Bundy, WX8967; Cole, VXI9627; Doddridge, TX408; Dwight, WX247; Prances, WX7503; Gardner, VX3560; James, NX4098; Plerle, WXI914; Ogg, NX5168; Lawrence, QX17730; Shephard, TX414.

Privates Smith, VX4560; Stewart, WX7525; Tilbury, WX7143; Watling, WX642; Wolfe, VX10160; Wright, VX2552; Ashby, VX29145; Atkinson, WX1056; Austin, WX1757; Bolt, VX36740; Cameron, WX8690; Chamberlain, VX5148; Cre??h, VX34164; Cutts, WX13436; Dillon, WX4612; Edwards, WX15333.

Privates Flood, WX5164; Hughes, VX29951; Jarvis, NX9047; Kerr QX3361; Long, NX4841; Masterson, NX34110; Moore, VX37671; Moss, NX5541; Miller, NX9857; Myles, VX16308; Oliver, WX18803; O'Neill, VX750; Oram, VX42334; Purce, WX2010; Routlegge, VX30271; Steel, VX17808; Taylor, WX5880; Webb, WX3268; Wilson, NX11917; Young, WXI54Q2; Rose, VX8953

RAAF Personnel: Squadron-Ldr Les Collings, Flight-Lieut W. H. Edwards, Leichhardt, NSW; Flight-Lieut G. E. Miller, Townsville, Q; Flight-Sgt Reece Roberts, Adelaide.

The Allied prisoners were unanimously of the opinion that the war would end before Christmas. They said the morale of the Germans they had come in contact with in recent months had shown a startling decline. Germans at home were not only thoroughly sick of the war, but were desperately hoping for its end and were prepared to assist any movement to finish it.

There was throughout Germany a great fear of Russia, and one thing the German soldiers feared most was that when the war ended they would be drafted in huge labour gangs which would be sent to repair devastation in

Russia.

Many of the prisoners had travelled to Stettin, the port of embarkation via Berlin. They stated that bomb damage in Berlin was unbelievable. Several prisoners said they had not seen one single building standing complete.”

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Captain Calamity

John Guy from time to time has been known to take a vinegary view of things and his judgment on Captain Schettino in his latest blog is scathing:;-

Criminalising seafarers for making mistakes is wrong. But sixteen years for Captain Schettino is wrong too. He should have got more. He didn't make an honest error of judgement. He deliberately sailed the Costa Concordia dangerously close to the island of Giglio, just to show off. Thirty-two people died, many of whom would have been saved if he had handled the subsequent evacuation of the ship properly. He deserves the long jail sentence handed down last week in Italy. He is not just a dangerous idiot, he seems blind to what he did and didn't do. Which is a pity, because part of his defence was that his employers, Costa Cruises, encouraged this sort of dangerous sail-past. In fact, in the trial, that was admitted. They had previously encouraged just such an idiotic manoeuvre. Schettino's antics and demeanour have allowed that fact to get quietly lost in Italy's byzantine legal system. So he gets jail while his employers get away with a paltry fine and a slap on the wrist. In a just world his main board directors would be looking at keeping him company in jail.

To get a flavour of the idiot he is check out these quotes:-<http://tinyurl.com/CaptainSQuotes>

It's not over yet. There is more greed and bare-faced lying to come. Schettino will stay free while he appeals, and then appeals again. The people of Giglio got rich, the salvors and Italian companies made a packet from the biggest and most complex, and most unnecessary, wreck removal ever, and Italian companies are benefitting from the dismantling and building of a replacement ship. Only the families of the dead and the insurers have suffered so far. Schettino will suffer, but not soon enough or long enough, and to Italy's shame, he will suffer alone.

Source: Bow Wave, issue 692 - Time and Tide Edition.

(John Guy is a UK novelist and Marine Consultant)

MEET CUNARD'S FIRST AND ONLY FEMALE CAPTAIN

Knitting sweaters and captaining a cruise ship - it's all in a day's work for Inger Klein Thorhauge

When was your interest in ships and sailing first piqued?



I'm from the Faroe Islands and grew up by the sea so the interest was always there. As a 16 year-old I worked on cargo ships as a stewardess during the school holidays but I soon realised I didn't like the cleaning part of that, so I found something different to do on board. My curiosity in seeing the world was a huge driver in my choice of career, combined with the enjoy-

ment of sailing.

How did you come to be the company's first female captain? Had others tried and failed?

It was a natural career path. I started in 1997 as a deck officer. Eventually hard work and dedication opened the door to becoming a captain. I'm not aware of any other females that have tried and failed to become a captain with Cunard, but the competition is, as it would be elsewhere, tough. It's nothing out of the ordinary.

Was this the culmination of a long-term ambition?

Not really. I always thought I'd only be on ships for a few years before settling down to start a family, as one does. But life took me in a different direction. I started to become interested in the cruise industry a few years after I obtained my Masters Licence, mainly because the ships sailed around the world and my ambition was to travel. I've always had the full support of my family and friends.

How difficult was the training process? Were there gender obstacles to overcome?

I studied in Denmark, where the system is quite different. It was probably around nine years before my Masters Licence was fully endorsed. The training involves basic seamanship tasks, safety awareness and knowledge, stability and navigation, among other things. It's a demanding education and you have to work hard, regardless of gender. I strongly believe that as a woman in this line of work, you really decide yourself what obstacles you have to face - it's all about how you present yourself and how hard you work.

What are your earliest memories of Cunard? Did you know of their ships as a child?

My earliest memory of Cunard is probably just after I started my career at sea - it's not the kind of company that goes unnoticed by seafarers. It's a great honour to be part of the line's 175th anniversary year - I'm delighted to be a part of the team.

What qualities are essential to being a successful captain of a cruise liner?

The most essential qualities are people skills, diplomacy, dedication, approachability and respect. When I was appointed in 2010 I was taken aback by the overwhelming interest in me as a person that it created, and I found that challenging in every aspect. The best aspect

of the job is receiving positive comments on completion of a voyage. I like seeing how crew members light up, knowing they've achieved what was set out - their professional pride, basically.

In a professional capacity, are there still any ways in which you feel you are treated differently?

As my position is still pretty unique it will always create attention. The pleasant surprise is that it's mostly very positive.

How do you unwind on board when you're not on duty?

I watch TV and - believe it or not - one of my favourite hobbies is knitting, so I knit a couple of sweaters every time I'm on board.

Source : Ben Lerwill, The Telegraph, 6:00am GMT 08 Mar 2015

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A Short Treatise on the Laws of Navigation

To ease the laws of vigilance cannot help but be folly,
Though some would advocate that move, to seek to make some lolly.
Navigation? Let it be. We'll muddle through, somehow.
Our electronics are so good that nothing matters, now.

Keeping a good lookout? No. That simply is old hat.
The people watching on the shore will all take care of that.
Because they all know better and their feet are never wet:
This shore-based navigation has to be the best thing yet.

The ships and things they carry are of secondary concern.
The over-riding matter is the loot they all can earn:
That is the all-important thing. The over-riding need,
Excusing all stupidity, vacuity and greed.

The pilotage of shipping is an ancient thing and quaint.
The time has come (and not too soon) to exercise restraint.
Salvage and pollution and the loss of human life;
These things are but of small concern. Far less of any strife.

And now it is election time; and greed is all that counts.
The lust for power and influence. Watch, how corruption mounts.
Is anybody keeping watch, on board the ship of state?
Might not that be a good idea? Before it is too late?

Has anybody got a clue how dangerous things are?
Or when it's safe and is not safe to try to cross the Bar?
Or why the Bar is named at all? Just what is in a name?
May God forgive the ignorant who treat it as a game.

Continued on page 10.

Continued from page 9.

The Lutine Bell will ring again. And men will wail and weep
Because they do not understand the dangers of the deep.
Far less the dangers of the shallows, rocks along the coast.
The standing law our safety hallows: not the hollow boast.
To ease the laws of vigilance cannot help but be wrong.
Though some would advocate such move, and have done all along.
Good sense has overcome them and it keeps us safe today.
And greed and navigation will collide, along the way.

Barrie Youde

25th February, 2015

Source: Bow Wave, issue 692 - Time and Tide Edition.



P&O Britannia leaving Southampton on her maiden voyage