The Porthole

Volume 19 No. 10 October 2019

The newsletter of
the South Australian Branch of the Company of Master Mariners of Australia,
PO Box 1, PORT ADELAIDE, SA 5015
Branch Patron: His Excellency the Honorable Hieu Van Le AC

Branch Master's Comments

Good Day to our readers.

October draws to a close, and so once more I commend to you this monthly publication for your perusal.

The beginning of the month was busy with the setting up of the first Federal telephone hook-up since the AGM. We finally settled on a date when most of us were free, and having received the minutes of the AGM that morning, the Federal meeting was held in the afternoon of the 11th inst.

After some discussion of the AGM, the minutes were accepted, and matters arising from these minutes were waived as they would fall into the category of ongoing business.

From the discussion of our finances, I gathered that we are in a comfortable position, mainly due to the abeyance of our publication, the Master Mariner, while we still search for an editor. We have 3 accounts with a total balance of around $57,000, including around $32,000 in the working account, and $20,600 in fixed deposit. Last financial year we had $3,700 surplus of income over expenditure.

We have had four of members Cross the Bar since our last meeting and we now have 400 members on our books, including 56 seagoing members. As we pay a levy to IFSMA based on the number of seagoing members, it is very important for the branches to let the Federal Court know whenever a member leaves the sea for shore employment.

Continued on page 9.

Speaker: Daryll Pain, civil engineer, whose topic will be Seawater intakes and Outlets – Power Stations and Desalination Plants

The next Branch meeting will be held at the Largs Pier Hotel, 198 The Esplanade, Largs Bay, on Wednesday, 30th October 2019, at 1145 for 1200. Please confirm your attendance at the lunch or register your apology before 1200 on Monday, 28th October 2019 with Bob Westley (0427 644 947) or David Holmes (0417 444 742)

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.

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Princess Kate Christens British Polar Research Ship *'Sir David Attenborough'*

September 26, 2019. Peter Byrne/Pool via REUTERS

BIRKENHEAD, England, Sept 26 (Reuters)

Prince William and his wife Kate formally named a new British polar research ship *"Sir David Attenborough"* on Thursday, a more dignified title than the public's choice of *"Boaty McBoatface."*

Crowds gather for the naming ceremony of the polar research ship RRS Sir David Attenborough at Cammell Laird shipyard in Birkenhead, Britain,

The humorous moniker was the most popular suggestion in an online poll that went viral in 2016, but the government opted to honour the naturalist and broadcaster Attenborough, who has become a campaigner on climate issues in his 10th decade.

As a consolation prize, the name *Boaty McBoatface* was instead given to a small, yellow autonomous underwater vehicle, capable of traveling long distances under the sea ice to collect data, which forms part of the ship's research equipment.

The ceremony to formally name the Sir David Attenborough took place at a shipyard in Birkenhead, northwest England, where the giant icebreaker was built.

Kate, Duchess of Cambridge, pressed a yellow button to activate a lever that smashed a bottle of champagne on the ship's hull, in accordance with maritime tradition.

Britain's Catherine, Duchess of Cambridge, presses the button to release a bottle during the naming ceremony for the new polar research ship *RRS Sir David Attenborough* at Cammell Laird shipyard in Birkenhead, Britain, September 26, 2019. REUTERS/Phil Noble

Her husband Prince William, grandson of Queen Elizabeth, said in a speech that the state-of-the-art vessel would help expand global knowledge of the polar oceans and the impact of climate change on them.

"As last week's climate protests the world over, and yesterday's report on our oceans and frozen regions demonstrated, there has never been a more important moment for this ship to get to work," he said.

Ushering Attenborough to speak just after him, William made clear his preference for the official name.

"It is my immense privilege and relief to welcome Sir David Attenborough, rather than Boaty McBoatface, to speak," he said.

The 93-year-old naturalist said it was the greatest possible honour to have the ship named after him.

"Great problems require great research and facts to solve them, and that's what this astonishing ship will be here to do," he said.

Operated by the publicly funded British Antarctic Survey, the *Sir David Attenborough* is 129 meters long and can break ice up to one meter thick at three knots (5.6 km per hour). It requires a crew of about 30 and can carry up to 60 scientists and support staff.

It will conduct ice trials in the northern hemisphere from March 2020 and is scheduled to enter full service from October next year. (Reporting by Phil Noble in Birkenhead and Estelle Shirbon in London; editing by Stephen Addison)

(c) Copyright Thomson Reuters 2019.

Source: gCaptain 190927 --oo00oo--

Large-Scale Ocean Cleanup System Now Successfully Collecting Plastic in the Great Pacific Garbage Patch

October 3, 2019 by Mike Schuler

After a year of testing, the company behind the world's first large-scale ocean cleanup system says its system is now successfully capturing and collecting plastic in the Great Pacific Garbage Patch.

Photo courtesy The Ocean Cleanup

Launched from Vancouver in June, System 001/B is The Ocean Cleanup's second attempt to prove its concept of collecting garbage from the Great Pacific Garbage Patch, the largest accumulation zone of plastic in the world's oceans.

The company announced Wednesday that the system is now working as planned. In addition to collecting visible plastic debris and larger ghost nets associated with commercial fishing, the system has also successfully captured microplastics as small as 1 millimetre, a feat which the company says it was pleasantly surprised to achieve.

The concept for the first clean-up system, which uses natural environmental forces to catch plastic and other ocean debris at or near the surface, was first presented by Boyan Slat at a TEDx conference in October 2012.

Once collected, the plastic collected is returned to land for recycling.

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Continued from page 2

After beginning this journey seven years ago, this first year of testing in the unforgivable environment of the high seas strongly indicates that our vision is attainable and that the beginning of our mission to rid the ocean of plastic garbage, which has accumulated for decades, is within our sights," said Boyan Slat.

The Ocean Cleanup launched System 001/B from Vancouver back in June following a year of testing. The company's first system, System 001, aka "Wilson", was launched from San Francisco in September 2018, but ultimately failed due to a "structural malfunctioning" which forced it back to port for repairs.

"Our team has remained steadfast in its determination to solve immense technical challenges to arrive at this point," Slat added. "Though we still have much more work to do, I am eternally grateful for the team's commitment and dedication to the mission and look forward to continuing to the next phase of development."

With the early success of the System 001/B, The Ocean Cleanup says it will now begin to design its next ocean clean-up system, System 002; a full-scale clean-up system which will retain the collected plastic for long periods of time.

The Ocean Cleanup ultimately aims at deploying dozens of systems to the Great Pacific Garbage Patch over the coming years. If successful, the fleet could be enough to remove half of the nearly 2 trillion pieces of plastic estimated to be floating on or near the surface of the Pacific Ocean in just five years.

Source: gCaptain 191004

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NYK Claims First Autonomous Ship Test Under New IMO Guidelines

September 30, 2019

Japanese shipping group NYK is claiming the world's first trial of an autonomous ship following International Maritime Organization preliminary guidelines for autonomous surface ships.

File photo of the M/V Iris Leader.
Photo courtesy MarineTraffic.com/Martine Janssens

NYK says the trial was conducted using its 70,826 gross tonne pure car and truck carrier *Iris Leader*, which is operated by the group.

During the trial, which took place from September 14-20, the ship navigated from Xinsha, China, to the port of Nagoya, Japan, followed by the port of Yokohama, Japan, using the Sherpa System for Real (SSR) ship navigation system, which calculates optimal ship routing based on environmental conditions.

"During the trial, the SSR's performance in actual sea conditions was monitored as it collected information on environmental conditions around the ship from existing navigational devices, calculated collision risk, automatically determined optimal routes and speeds that were safe and economical, and then automatically navigated the ship," NYK explained in a statement. "Using data and experience gained through this trial but not obtainable through onshore simulators, NYK was able to ensure the feasibility of the SSR and its benefit for safe and optimal operations."

Meanwhile, the crew performed typical duties during the navigation, which included parts of Japan's coastal areas.

NYK says it will analyse the data collected during the voyage and continue to develop the SSR system.

According to NYK, the trial was conducted in accordance with the IMO's Interim Guidelines for sound Maritime Autonomous Surface Ships (MASS) operations.

The IMO Maritime Safety Committee in June adopted the first endorsed framework which included preliminary definitions of MASS and degrees of autonomy, as well as a methodology for conducting exercises and a plan of work. The endorsement was described as the IMO's first steps to address autonomous ships.

In a statement, NYK said it believes manned autonomous ships could make for safer operations and a reduction in crew workload.

Source: Shipping News: 191005

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Birthday for *Red Jet 7*

Red Funnel's Hi-Speed passenger catamaran, *Red Jet 7*, celebrated one year of service in the Solent in July. Since joining the Isle of Wight ferry fleet in July last year, *Red Jet 7* has travelled over 84,000 nautical miles, completed 3,615 round trips and nearly half a million passenger journeys, to date spending almost 3,000 hours at sea.

Source: Flashlight 202

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KIPT redesign port proposal to address environmental concerns

Kangaroo Island Plantation Timbers (KIPT) have announced that they have revised the design for their proposed seaport at Smith Bay amid environmental concerns and in consideration of the neighbouring aquaculture facility.

In response to the issues raised during the public consultation process, earlier this year, regarding the potential impact of seabed dredging on the environment and the effects on natural coastal processes, the design has been amended to include no dredging and no solid causeway with the jetty design now featuring a full piled structure.

KIPT managing director Keith Lamb commented that "KIPT considered that the risks posed by these factors could be managed and eliminated within its original design by applying appropriate protocols and safeguards."

KIPT has modified the design of in-water structures to eliminate any need for capital or maintenance dredging, by moving the berth face about 250m further offshore, to the natural 14m seabed contour, and will utilise a fully piled jetty structure instead of a solid causeway, so that natural coastal processes will be uninterrupted. The cost of these design enhancements is estimated to be about $9 million.

KIPT has also noted that the fact that the landside part of the construction project has now been simplified, because there will be no requirement for on-land dredge spoil de-watering and processing, landside works can occur simultaneously with marine construction activity, bringing forward the export of woodchips.

In its submission, Yumbah Aquaculture, the owner of the onshore abalone farm at Smith Bay, said "the only option to protect coastal currents is an open-piled jetty with the berth pocket extended further offshore." Mr Lamb noted that KIPT had carefully considered Yumbah's submission. "We have taken our neighbours at their word and have modified the project as they have requested, to eliminate the sources of their principal concerns. We now hope that Yumbah will withdraw its objections to our wharf, and we look forward to working co-operatively with them to deliver a great outcome for both businesses, and increased prosperity for the Island community."

KIPT will lodge an addendum to formally modify its development application, and is working with the Department of Planning, Transport and Infrastructure on determining and completing the remaining steps in the development assessment process, with the project set to create 160 direct and 74 indirect jobs, and add $53 million to the state economy each year.

Source: SAFC Freight Log 190926 --oo00oo--

Channel Widening Project - dredging works now complete

Although some final navigation aid relocation works are still required, Flinders Ports have advised that their dredging of the channel and swing basin to widen the Outer Harbour Shipping Channel is now complete.

The channel at Port Adelaide has successfully been widened by 40 metres to accommodate the larger Port Panamax size vessels which will ensure that South Australian imports and exports remain competitive.

The channel design width of 170 metres is anticipated to remain sufficient and appropriate due to the constraints of the recently upgraded Panama Canal and its influence on global shipping design.

Some key facts about the dredging include:

- Dredging completed on 18 September 2019.
- 514 trips to the Dredge Material Placement Area.
- Turbidity reached the HOLD limit 4 times (caused by a combination of prolonged poor weather conditions and dredging). On each occasion dredging ceased, and only recommenced under specific conditions approved by EPA or when turbidity fell below HOLD levels.
- 0 marine mammal incidents.
- 239 marine mammal sightings.
- Several larger vessel booking applications are being processed.
- Dredging period undertaken within anticipated timeframe, completing dredging in the cooler winter months when water temperature is below 18 degrees as per dredging licence conditions.
- All EPA audits satisfied (2 in total).
- All dredged material placed only within the approved area.

Proactive measures taken to reduce marine pest and biosecurity risks, such as thorough cleaning and inspection of dredging equipment ,and a Pacific Oyster Mortality Syndrome Management Plan.

Once completed, the Outer Harbor Channel Widening Project will satisfy forecasted requirements for larger vessels well into the future.

The final works to reinstall the navigation aids will be completed in November.

Source: SAFC Freight Log 190926 --oo00oo--

London's Only Lighthouse

by Ben Johnson

Located deep within the Docklands, where the River Lee meets the River Thames, lies London's only lighthouse. Built in 1864-66, the purpose of the lighthouse was originally as a testing venue for new types of lamps and lighthouse technology. At one time even Michael Faraday, one of the most influential scientists of all time, carried out experiments in the lighthouse. In fact, Faraday's only invention ever to be patented – a new type of chimney designed to stop lamp gases combusting – was designed in this very place.

The lighthouse is actually located in an area called Trinity Buoy Wharf. For nearly 200 years the Corporation of Trinity House of Deptford Strong (as it's officially known!) used this land as a lightboat dock, buoy storage facility and maintenance depot, as well as for testing new lighthouse technologies. By 1910 the wharf was so busy maintaining buoys and lightships from Suffolk to Kent that it was employing around 150 people, from platers to riveters, carpenters to tin-smiths.

In 1988, however, the wharf was closed and the future of the area looked uncertain. It was only in 1996 that a private company took control of the site on a long lease and started to develop the area as a "centre for the arts and cultural activities".

Today, Trinity Buoy Wharf has to be one of the most bizarre places in London! From Container City, an office/studio complex made up of recycled shipping containers, to an old lightship refitted as a photography studio. And then you have our personal favourite… Fat Boys Diner.

Fat Boys Diner is a traditional 1940's American diner, complete with chrome exterior, Formica, twirly bar stools and neon sign trim. The food isn't exactly Michelin starred, but it is good, hearty American staple. It even features such delicacies as the chilli hotdog, pastrami on rye sandwich and their Shake One in the Hay strawberry milkshake.

However, what really makes Fat Boys Diner special is its location. There's something quite unique about eating in a 1940's American Diner whilst being surrounded by the old London docklands. Perhaps it's down to this rather strange juxtaposition that Fat Boys Diner was featured in the 1998 movie *Sliding Doors*.

And then there's the lighthouse…Not content with being relegated to the history books, London's only lighthouse is now home to Longplayer, a continuous 1,000 year long piece of music. Initially switched on for the millennium celebrations, the music will run uninterrupted until midnight on the 31st December 2999. There's a listening room in the lighthouse itself.

To get to Trinity Buoy Wharf, there are a few options. It's a 10 minute walk from East India Dock DLR station, or a 15 minute walk from Canning Town station. Alternatively, should you be coming from the South of the river there is a regular shuttle boat service that takes you straight to the wharf from North Greenwich pier.

Source: Historic UK

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Falmouth foots the bill

Falmouth Harbour has been left to pay for the re-floating of a Russian bulker that ran aground in strong winds on Gyllyngvase beach on 18 December 2018. The 1980-built *Kuzma Minin*, owned by JSC Murmansk Shipping Company, grounded after dragging anchor in heavy weather. Damage below the waterline included shell plate deformation and breached tanks; but no injuries or pollution.

The UK's Marine Accident Investigation Branch found that a 'significant underlying contributor' to the grounding was lack of investment. Unpaid debts had led to the withdrawal of P&I insurance by American Club and bunkers not being taken in its previous port, Terneuzen. The vessel faced delay in procuring fuel and lube oil in Falmouth. Agency services in Falmouth had also been withdrawn. The refloating was co-ordinated by the Falmouth harbour master. *Kuzma Minin* was subsequently arrested and sold to pay debts, and its crew repatriated to Russia.

The salvage award had not been paid as the Telegraph went to press.

Source: Flashlight 202

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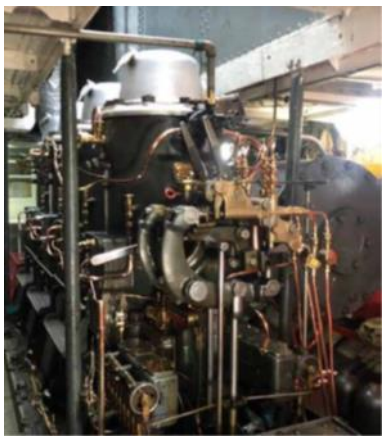
An Oldie for You

Yavari is a ship commissioned (along with her sister ship, *Yapura*) by the Peruvian government in 1861 for use on Lake Titicaca.

She is named after the Javary River in the Loreto Region of Peru, bordering the Amazonas State (Brazil). In 1862 Thames Ironworks in West Ham built the iron-hulled *Yavari* and *Yapura* under contract to the James Watt Foundry of Birmingham The ships were designed as combined cargo, passenger and gunboats for the Peruvian Navy The ships were built in "knock down" form; that is, they were assembled with bolts and nuts at the shipyard, dismantled into thousands of parts small enough to transport, and shipped to their final destination to be assembled with rivets and launched on the lake. The kits for the two ships consisted of a total 2,766 pieces between them. Each piece was no more than 3.5. cwt—what a mule could carry—because the railway from the Pacific Ocean port of Arica went only 40 miles (64 km), as far as Tacna. From there pack mules had to carry them the remaining 220 miles (350 km) to Puno on the lake.



The original British contractor got the parts to Tacna but failed to complete the section of the journey with mules. This was not resumed until 1868, and the first plates for *Yavari's* hull were laid at Puno in 1869. *Yavari* was launched in 1870 and *Yapura* in 1873. *Yavari* was 100 feet (30.5 m) long and had a 60 horsepower (44.7 kW) two-cylinder steam engine, which was fuelled with dried llama dung

In 1914, *Yavari's* hull was extended to increase her cargo capacity. At the same time, she was re-engined as a motor vessel with a Bolinder four cylinder 320 bhp (240 kW) hot bulb engine.

The War of the Pacific of 1879–83 impoverished the Peruvian government, so, in 1890, UK investors established the Peruvian Corporation which took over operation of Peru's railways and lake ships. In 1975 Peru nationalised the corporation and *Yavari* and *Yapura* passed to the state railway company, ENAFER.

In 1976, they were transferred back to the Peruvian Navy, who converted *Yapura* into a hospital ship and renamed her *BAP Puno* but discarded *Yavari*. In 1987 charitable interests bought *Yavari* to restore her. She is now moored at Puno Bay where she provides static tourist accommodation while undergoing full restoration. In 2015, with restoration almost complete, a group of young East Enders sponsored by the West Ham United Foundation, trekked over the Andes from Tacna to Puno following the original route of the Yavari. They participated in a "second maiden voyage" on Lake Titicaca, accompanied by the British Ambassador to Peru, H.E. Anwar Choudhury. Photos: Jeroen Valk ©

Source: The Pulse 2019-13

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China criticized for blocking resupply to Navy ship at South China Sea shoal

MANILA criticized China on Monday after a coast guard ship allegedly blocked three Philippine civilian vessels trying to bring supplies to a navy ship that was deliberately run aground at the Second Thomas Shoal in 1999. "Of course, it's objectionable," presidential spokesman Salvador S. Panelo said in mixed English and Filipino at a briefing. He added that the Chinese had no valid reason to block the Philippine ship because it was only trying to bring food. The Defense department earlier said a Chinese Coast Guard ship had blocked three Philippine civilian vessels on a resupply mission in May to *BRP Sierra Madre* at the South China Sea shoal, which Manila calls Ayungin. Last month, the Armed Forces said at least five Chinese warships had passed through the Sibutu Strait in Tawi-Tawi province in southern Philippines without notice. The Palace has said that it would "shoo away" unauthorized foreign vessels including Chinese warships that pass through Philippine waters and use military force if necessary. In his fifth visit to China, the President invoked a 2016 ruling by an international arbitration panel in the Hague that rebuffed Chinese claims over parts of the South China Sea. The United Nations tribunal, in July 2016 ruled China's efforts to assert control over the South China Sea exceeded the law, rejecting its shared claims with Taiwan to more than 80% of the main waterway. China rejected the decision of the international court, which has failed to halt its island-building activities in areas also claimed by the Philippines, Vietnam, Brunei, Malaysia and Taiwan. Source: Philstar Arjay L. Balinbin

Source: The Pulse 2019-14

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Oriana Closes Out P&O Cruises Career

August 11, 2019

At a ceremony aboard the *Oriana's* during her final sailing, Ian Gibb, her first captain, discussed his career on the vessel.

Oriana and *Queen Elizabeth 2.*

Her final sailing happened under the command of Captain Sarah Bretton, who, along with P&O President Paul Ludlow, presented Gibb with a sword that he originally accepted during the ship's April 1995 naming ceremony by Queen Elizabeth II and had remained aboard since.

After a 24-year career with P&O Cruises UK, the *Oriana* is now heading to new owners in China and completed her final sailing for P&O on August 9 when she returned to Southampton.

The 1,822-guest ship will be renamed the *Piano Land* and is expected to start operations from Xiamen, China, later this year.

The ship launched in 1995 and was built at Meyer Werft at a cost of 200 million pounds. She had the largest swimming pool at sea when she debuted in Northern Europe and the Mediterranean in 1995. Source: Cruise Industry News

Source: The Pulse 2019-13

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Lack of firefighting resources to tackle containership blazes

Containerships that carry thousands of different cargoes, many of them dangerous goods, are ill equipped to fight fires that can break out inside the boxes. Additionally, the crew are not trained to meet the challenge of often complex and highly treacherous situations.

Cargo fires have long been a cause for concern in the maritime sector, because the consequences of moving mis-declared, as well as properly labelled, dangerous cargo can be multiple crew deaths, as with the *Maersk Honam* last year, and millions of dollars of lost revenue leading to long litigation battles, again as is now happening in the Maersk case. Six fires on board container vessels in the first three months of this year have further concentrated the collective minds of the industry that over the last two years has been averaging a cargo fire a month.

It was a subject that was tackled by a highly skilled panel of experts at Clyde & Co.'s offices as part of this month's London International Shipping Week (LISW), and, though the panel's conclusions were concerning, there was a feeling that the issue is finally being addressed by the industry, in part at least, but that there is still some way to go. Daniel Jackson, a partner at the science and engineering consultancy, Burgoynes, told the audience that some cargoes decompose and release heat which is not easily dissipated due to the close proximity of other cargo containers, driving the temperatures ever higher. "The rate of increase in temperature doubles for every 10 degrees centigrade increase in temperature," explained Jackson. When the temperature achieves a critical level, fire breaks out and eventually the intensity leads to "thermal runaway", meaning that all available combustible materials are ignited, and the situation quickly becomes uncontrollable for the crew. Complicating matters, other cargo that may also be dangerous with different properties (may be sensitive to water for example), may be stowed close to the source of the emergency, which could mean that the crew, in fighting the initial fire, could inadvertently cause a secondary explosion and fire.

Former Lloyd's Register container shipping expert, David Tozer, explained that the cargo stacks on a large container vessel are only 50-60 mm apart, leaving no space for crew to fight fires that have developed deep in the hold. Tozer, who spent 32 years at Lloyd's Register, believes that one solution to the dangerous goods problem in container shipping is to regulate more specifically so that any modifications will need to be carried out by all shipping lines, meaning that no one line will be disadvantaged.

A former container ship master, Amerinder Singh Brar, also pointed out that the firefighting equipment on board modern container vessels is inadequate. He said that container stacks can be up to nine containers high, and no fire hoses can reach that high. What is more, the latest Safety at Sea regulations, the SOLAS convention, were developed in 1983. Singh Brar pointed out that the latest ultra large container ship, the *MSC Gűlsűn*, which was delivered in August, with a further 10 vessels yet to be delivered, was built to regulations that are more than 30 years old. "Would you buy a car built to 30 year old standards?" asked the Singh Brar, who now works as a consultant master mariner to London Offshore Consultants. Source: seatrade-maritim

Source: The Pulse 2019-13

New Delhi looks to privatise Shipping Corporation of India

October 2nd, 2019 Sam Chambers

New Delhi is looking to privatise flagship carrier Shipping Corporation of India (SCI) as part of a wider privatisation program for a number of key state assets.

The government has a 63.75% stake in the shipping line, which has a diverse fleet of 64 ships as well as significant real estate holdings in Mumbai.

The privatisation plans still need approval from the central cabinet before any sales process gets underway.

SCI was founded on this day 58 years ago by the merger of Eastern Shipping Corporation and Western Shipping Corporation. It currently owns a fleet of 64 vessels made up of 15 bulkers, 22 tankers, two containerships, four gas ships and 10 OSVs.

Source: Splash 247 191002

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Boskalis switches dredger to 100% biofuel

October 18th, 2019 Grant Rowles

Dutch dredging and subsea specialist, Royal Boskalis Westminster, has partnered with GoodFuels to unveil Boskalis vessel *Wilhelm van Oranje,* as the first dredging vessel in the world to operate on 100% biofuel oil.

The vessel's sulphur-free sustainable fuel consists entirely of used cooking oil, resulting in a carbon reduction of 90%.

Boskalis says the switch to biofuels is a result of the company's 'Boskalis on Bio' pilot program, launched in 2015 in cooperation with Wärtsilä and GoodFuels.

Eimskip, Norden and Jumbo have all successfully trialled the use of biofuels with GoodFuels, who earlier this year extended a partnership to improve availability of biofuel to deep-sea vessels leaving from Rotterdam

Source: Splash247 191018

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Definitions as per Paul Dixon
ADULT: A person who has stopped growing at both ends and is now growing in the middle.
BEAUTY PARLOR: A place where women curl up and dye.
CANNIBAL: Someone who is fed up with people.
CHICKENS: The only creatures you eat before they are born and after they are dead.
COMMITTEE: A body that keeps minutes and wastes hours.
DUST: Mud with the juice squeezed out.
EGOTIST: Someone who is usually me-deep in conversation.
GOSSIP: A person who will never tell a lie if the truth will do more damage.
HANDKERCHIEF: Cold Storage.
INFLATION: Cutting money in half without damaging the paper.
MOSQUITO: An insect that makes you like flies better.
RAISIN: Grape with a sunburn.
SECRET: Something you tell to one person at a time.
TOOTHACHE: The pain that drives you to extraction.
TOMORROW: One of the greatest labour saving devices of today.
YAWN: An honest opinion openly expressed.
WRINKLES: Something other people have. You have character lines.

Classified Ads
2 female Boston Terrier puppies, 7 wks old, Perfect markings, 555-1234. Leave mess.
Lost: small apricot poodle. Reward. Neutered. Like one of the family.
Dinner Special -- Turkey $2.35; Chicken or Beef $2.25; Children $2.00.
For sale: an antique desk suitable for lady with thick legs and large drawers.
Four-poster bed, 101 years old. Perfect for antique lover.
We do not tear your clothing with machinery. We do it carefully by hand.
Have several very old dresses from grandmother in beautiful condition.
Dog for sale: eats anything and is fond of children.

Branch Master's Comments continued from page 1.

An editor is still urgently required; two of our WA members are being sounded out as a husband and wife team for the vacant position. It was mentioned that the publication of the Master Mariner may in future be made twice a year.

It was reported that AMSA in the West will subsidise all surveyors' membership of CoMMA, and that the well-known shipping company of Mermaid Marine is actively promoting membership of our Company.

November 2nd is Maritime Day in the West, and that evening, a farewell dinner is being held for Alan Grey, a past Federal Master, who is moving on to further his career. Any member who is in Perth at this time is welcome to attend upon application.

Until next month

Happy Sailing

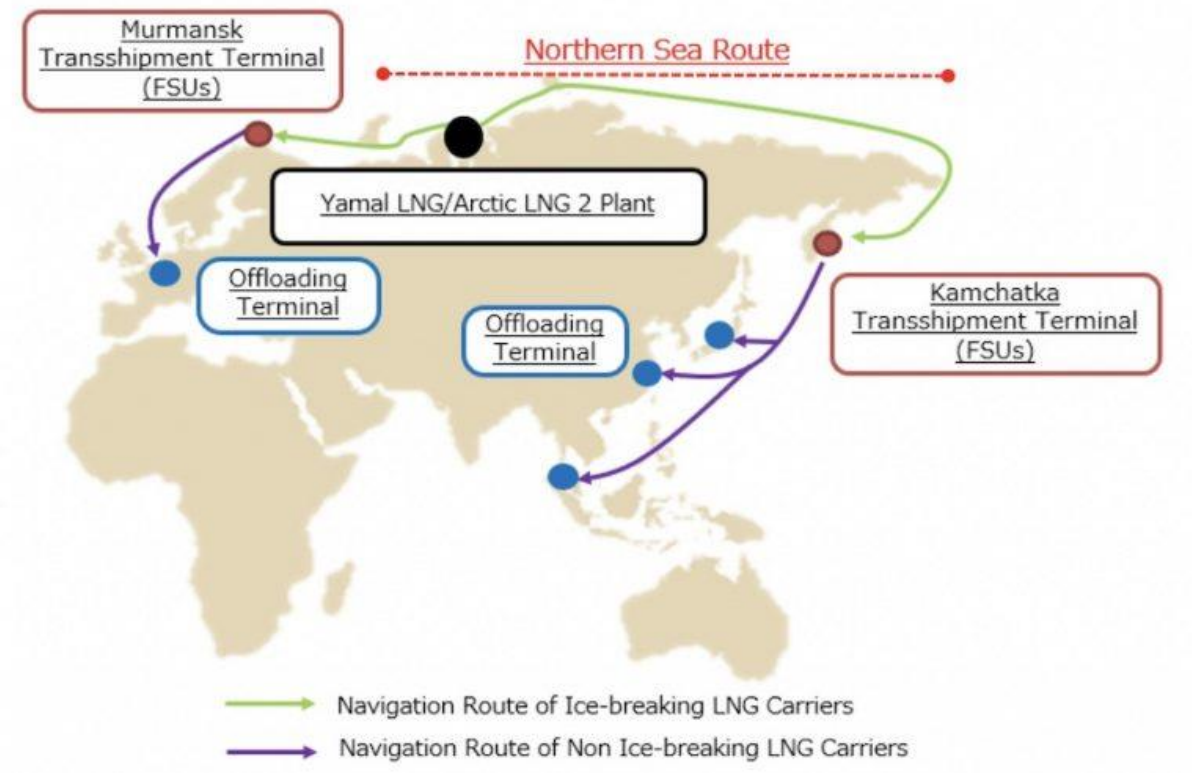
BOB W (BM)

MOL participates in Russian gas transhipment projects across the Northern Sea Route

September 27th, 2019 Sam Chambers

Gas infrastructure along Russia's Northern Sea Route is set to get a Japanese upgrade with news Mitsui OSK Lines (MOL) and the Japan Bank for International Cooperation (JBIC) have signed a cooperation agreement with Novatek to develop LNG transhipment projects in Kamchatka and Murmansk.

The projects will construct floating storage units (FSUs) to tranship LNG cargoes from ice-breaking LNG ships to conventional LNG ships. The FSUs will be located in Kamchatka and in Murmansk, and will be used for the transhipment of LNG cargoes produced by Novatek's Yamal LNG Project and Arctic LNG 2 Project, two of the largest gas developments in the world.



Source: Splash 247 190927

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Sam Ignarski passes away

October 15th, 2019 Sam Chambers

One of shipping's greatest chroniclers passed away on Sunday, 13 October. Jonathan Ignarski, known to friends and thousands of readers by his middle name, Sam, died suddenly, aged 64.

Ignarski led the shipping press into the 21st century, even though this was not his original profession. With the creation in 1999 of Bow Wave, a weekly e-zine read by more than 20,000 people from across the world at its peak, Ignarksi gave shipping an irreverent snapshot of events shaping our industry, topped with a poem and tailed with a joke.

Educated at Cambridge, Ignarski was a big name in maritime insurance before he jumped into e-publishing. During a 16-year stint at Thomas Miller, he rose to become a partner, latterly spent in Hong Kong. His years out east served him well, with Ignarski telling readers from the start of Bow Wave that the rise of Asian maritime was inevitable.

As well as Bow Wave, the ever eloquent Ignarski had many writing commitments across a variety of titles, often written with a pseudonym, including his take on the ways of an old school Chinese shipowner, Master Yick.

Among other online creations, Ignarski founded another e-zine, The Maritime Advocate, whose publishers yesterday wrote: "He will be a great loss to the worlds of shipping, transport and journalism."

Ignarski leaves his widow, Patricia Mary and daughters, Sophie and Marina.

One of the Bow Wave Poems of the Week

The poet Barrie Youde writes:
Seniority and wisdom are two different things. It happens, sometimes, that those in positions of seniority behave stupidly; and in consequence remedial action needs to be taken and replacements need to be made. When my father was an apprentice, he once gave evidence to an enquiry that the Master was so drunk that he had been seen on his knees at the bridge telegraph, praying for steam. Some things never change and, unfortunately, alcohol is not the only cause of stupidity. Sometimes it is pure commercial greed.

Overstepping the Mark

"O! Captain, 'tis a fearful night! There's danger on the deep."
"Of course it is," the Captain said, whilst longing for his sleep;
And in his idle fantasy that all would be alright
If he could simply drink away the problems of the night.

"I do not need reminder of the strength the wind doth blow
And neither do I care if to the bottom we shall go.
Just carry on. Proceed to sea. It's what is called seafaring.
I've done it for so long that I am now beyond all caring.

I put my trust in God. I have forgotten all I learned
When I was young and eager. All ambition now is spurned.
Nothing really matters now. Life is but a dream."
He knelt, before the telegraph. And there he prayed for steam.

"O, Captain, I have served you well. Now you have overdone it.
Although the ship is yours, it is your wish that I should run it.
And so I will, accordingly, with every proper thought,
Including every detail in my end-of-trip report.

Although your life is sad, you will not make my life the sadder.
You've risen to command. Now you have fallen off the ladder.
If you cannot see right from wrong - perhaps in thrall to Cupid –
Other people are involved. Not one of them is stupid."

And so it came to pass, with luck, the ship arrived in port.
The Mate then did his duty in the knowledge that he ought.
The Master was put out to grass. He didn't sail again,
Because he was a danger to his sober fellow men.

Barry Youde (19th April, 2016)