



NEW ZEALAND COMPANY OF MASTER MARINERS (incorporated)

ON DECK

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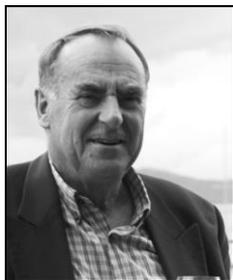
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ANNUAL GENERAL MEETING 2006

MASTER'S REPORT

New Zealand Company of

Master Mariners

Annual General Meeting,

August, 2006

It is with pleasure that I submit my report for the past 12 months.

Membership

It is with regret that I report the deaths of:

Auckland - Captains Brian Scott, Ted Barley, Arthur Faulkner, Burney Bannerman and Warwick Dunsford, Past Master and Warden of Auckland Branch

Wellington - Captains Harry Douglas Past Warden of the Wellington Branch and Life Member and Dave Standing

Christchurch - Captain Ross Fast

Our membership as at 31 March is 251 which is a decrease of 16 from last year

	<i>Ord.</i>	<i>Ret.</i>	<i>Life</i>	<i>Hon.</i>
Auckland:	61	36	3	4
<i>Total</i>	104			
Tauranga:	19	14	-	-
<i>Total:</i>	33			
Wellington :	36	28	3	3
<i>Total:</i>	70			

Christchurch Branch contd.

Secretary

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Christchurch: 21 19 1 3

Total: 44

251

The grand total includes 7 life members:

Captain Max Deane, Auckland Editor: Retired Union Co.

Captain Tony Gates, Past Warden: Retired British India.

Captain John Twoomey, Past Master and Christchurch Warden: Retired Port Employers.

Captain Edgar Boyack, Retired Examiner Masters & Mates.

Captain Jack Dickinson, Retired Merchant Service Guild.

Captain Jim Glyde, Past Warden & General Secretary.

Captain Jim Varney, Retired Auckland Harbourmaster.

And 10 Honorary Members:

Reverend W Law, Missions to Seamen, Auckland

Cdr. Larry Robbins, National Maritime Museum Auckland

Piers Davies, Honorary Solicitor Auckland.

Dr J Frew, Retired Port Doctor, Auckland.

Alister Macalister, Honorary Solicitor Wellington.

H McMorrان, Past General Secretary/Auditor.

Rev. J. Pether, Missions to Seamen Wellington.



Circa 1938 at a MM function in Auckland. Back row: Capt. A Davie, Gvt. Surveyor of ships, Ak., Capt. WH Hartman, master RMS *Tamaroa*, Capt. A Lansley, Gvt. Surveyor of ships, Ak., Seated: Capt. RS Lewis, Superintendent SSA, Ak., Capt. TV Hill, master RMS Niagara, Capt. AW McKellar, master RMMV Rangitane, Capt. TAG Atwood, Sup Mercantile Marine Ak., Capt. HH Sergeant Harbour Master Ak.

John Woodward, Honorary Solicitor Christchurch.

Dick MacKenzie, Friend .

George Hill, Friend.

Finances

As will be seen in the financial report our assets have remained about the same as last year with total assets of \$4,125. Our main expenditure is the General Secretary's honorarium and the cost of the Annual General Meeting. The executive can see no reason to change the present levies. The consolidated assets of the Company are \$34,743.

Management

Quarterly reports from the General Secretary have been circulated on a 3 monthly basis as required by the rules. Branch Committees have met regularly and minutes received by the General Secretary. Branch Newsletters have been received by the General Secretary from all Branches on a regular basis. We also receive newsletters from kindred organisations in Canada and Australia and arrangements are in hand to receive the UK newsletter.

Arising from the last AGM the General Secretary has taken steps to publish the first issue of

"On Deck" in the near future. The costs for this publication would be covered by the additional \$5 levy which commenced this year. I believe this new publication will enhance our organisation. During the year all our old records were found in storage at the Wellington Museum of City and Sea. Together with the work carried out previously by Ian Farquhar, researchers should be able to compile a reasonable history of the Company. Included in the records were all the past issues of "On Deck" and other newsletters produced from time to time.

General

Our General Secretary visited the Honourable Company when in London recently. He reported that they had recently had a big change in personnel at their headquarters. They also apologized for the delay in correcting information on their website about our organisation.

During the year an Auckland member brought to our attention that invitees to a Maritime New Zealand Seminar in Auckland did not include the New Zealand Company of Master Mariners. Other similar seminars were apparently held in Whangarei, Nelson and Greymouth. Why we were not included is not known however one of the main themes was the growing skill shortage in the industry.

As a group we can probably do nothing but I suggest that the way Master Mariners have been sidelined in the past 20 years in New Zealand from Courts of Inquiry, senior positions in shipping companies and government agencies may have something to do with this.

The shortage is not so much of certificated officers but of competent officers. I suggest

that competency can only be gained on the job and not in the classroom. Most modern educationalists do not seem to agree with this. A company like Strait Shipping would find it hard to justify employing trainee deck officers only to have them away at school for most of the 2 years nine months apprenticeship. They emerge with a new 2nd mates certificate and believe they know everything. Some of us have found that this is not the case. Is it time that rules were changed so that a career with one type of ship or run could be accomplished and so these newly qualified officers could remain on these ships and rides to command without having to find employment on foreign going ship.

But who would want to go to sea as an officer today. From a country which 60 years ago had some of the most advanced ships and progressive shipping companies in the world we have now reached the situation where we are sailing on ships that in some countries are classed as past their use by date. For instance most of the Cook Strait ferries now in operation would not be allowed to operate in Spain which last week imposed operating conditions banning the use of ferries over 15 years old.

There was a time when there was such a concept as an honest mistake. It might have been a mis-judgment of the distance off a quayside in the failing light, a few seconds' delay in putting the engines astern, a mis-plot which meant that the course alteration at that waypoint was delayed a couple of minutes.

In the highly practical world of maritime dynamics, when a tide or current may be a bit stronger than master or pilot thought, where great weights move at least partly under the

influence of wind and weather, where bridge design is neither uniform nor ergonomic, stuff happens.

This is why we should not be too judgemental about the occasional accident. Admittedly one should not make habitual errors but sanity has long gone in some areas and real madness is to be seen in the environmental field. Anyone, whose error leads to pollution even though the result of an honest error, must pay a penalty. Even if the so-called polluter is entirely innocent, the matter of blame is often irrelevant and penalties will, even if it goes against every principle of natural justice, be paid. In some respects it is difficult to see what the authorities are attempting to achieve.

It is not unreasonable to fine a polluter after an incident where a careless employee forgets to shut a valve — there can be no doubt about the negligence. But negligence is light years away from a misjudgement or genuine error in a dynamic situation, or where one party is wholly innocent and deserves to be treated very differently.

In this country it appears that that a culture is developing that for every incident there must be someone to blame who must be punished. This could cause many professionals to lose self-confidence or at worse go mad which leads to a recent press report. A UK P&I Club has become worried about an apparent increase in mental illness among seafarers. It could be argued that seafarers merely reflect social patterns ashore, where we are all going mad with stress-related illnesses and health systems are so overwhelmed that it is difficult to tell the sane but stressed, from the seriously deranged as they

wander the streets muttering to themselves.

Seafaring has always had its fair share of eccentrics, though it is difficult to determine cause and effect and discover whether it was the lifestyle that made the man go mad or the madman who found seafaring suited his less-than-normal lifestyle and that this was the only place he could find employment. Most of us can recall people whose behaviour seemed ever stranger as a long voyage progressed. Solitary roles aboard ship tended to attract people who were happy to sit alone with their thoughts. I well remember a seaman who sat in his cabin after some days at sea with the box of chocolate fish trying to decide whether on that day he would eat all the heads or all the tails.

Radio officers spent hours every day alone connected to a pair of earphones and a Morse key and had something of a reputation for eccentricity. Either they were the life and soul of the ship because of all their free time, or they were very strange people indeed. They never seemed to be quite in tune. Some eventually became so divorced from reality that they were carried ashore screaming in a Neil Robertson stretcher. The solitary seafaring life and its connection with mental illness is now also being recognised as the size of crews are reduced.

Recent reports show an increase in the incidence of suicide among Japanese masters once their employers flagged out and replaced all their Japanese shipmates with foreign crew.

A tanker master writing in the latest issue of the Nautical Institute magazine *Seaways* comments on the way in which the "no alcohol" policies have reduced social contact on board and encouraged people to seek

solace in their own company behind the closed door of a cabin. A watch keeper, for instance, keeps a solitary watch, eats alone in the mess room after he has been relieved and spends any free time he might have when not asleep watching videos in his cabin. Is this a lifestyle we should encourage? And, if he is going over the edge, will anyone notice?

Safe Ship Management with the endless report forms, manuals and rulebooks also could eventually ensure that present day masters and crews are driven stark, staring mad.

Of course, none of this is helped by shorter turnarounds with never a break from the grinding routine and which is made worse by the security situation preventing crew from going ashore lest they destroy the terminal with weapons of mass destruction. A job at sea ought to be great fun – it use to be but, unfortunately, this has gone from present day seafaring.

This year has been designated the year of the Veteran and Branches were represented at Anzac Day services. A New Zealand Merchant Navy Association has been formed and has represented the Merchant Navy at the Wellington National War Memorial Service and others. They have also been successful in having the RSA recognizing the service played by the Merchant Navy in wartime. Some of our members are members of this Association.

Next weekend a plaque is to be unveiled on the Wellington waterfront to commemorate Merchant Navy participation in past wars. Two commemorative medals are also available to Veterans – a New Zealand one and a UK one.

It is 150 years since the formation of Missions to

Seaman and this was celebrated recently at the Wellington Cathedral. On behalf of the Company I read the lesson and Rev Bill Law delivered the sermon.

I believe our organisation is I-n good heart socially and it is encouraging to see two remits to be discussed at this year's Annual General Meeting.

In closing I wish to record my thanks to Ken Watt for his support and work as General Secretary/Treasurer.

Captain J A Brown
30 August 2006

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AUCKLAND BRANCH

Contributed by Capt. Max Deane



Sandy Gibson

Retirement

Captain Sandy Gibson

An Auckland Branch member who has made his mark in the Auckland maritime scene is Captain Sandy Gibson. Sandy retired late last year from Axis, a division of Ports of Auckland, which he has led for the past 2 years. Also well known in Wellington, Sandy began his career as an apprentice cadet with the Union Steam Ship Company in 1959, and having gained Masters, came ashore as cargo superintendent for the Wilhelmsen Line. In 1996 he helped establish Seabridge New Zealand and eventually rose to Managing Director. During this time he served seven years as a Ports of Wellington director.

Formerly a member of the Wellington Branch of Master mariners, Sandy transferred to this branch on moving to Auckland as Operations General Manager for Ports of Auckland in 1996.

Sandy was Master of the New Zealand Company from 1994-1997

Crusoe Award to Jim Hebden

We were pleased to welcome Captain Jim Hebden to the Auckland Branch Annual Dinner at Duders Restaurant in December 2005, and it was our pleasure to present him with the Crusoe Award.

The Crusoe Award is an Auckland Branch Award, which in the first place, can be presented to any member who over the years has made a significant contribution to the Branch. In the second place the Award can go to a non-member in recognition of an extra special contribution or act aiding the Branch or any of its members, or has made a significant contribution to the Maritime industry. However, in this case it is stressed that the act should be exceptional, not just an act of good seamanship for which we have been trained and is expected of us in the normal course of our duties.



Jim Hebden

Rescuing yachties has been a regular occurrence for Jim Hebden over the almost 30 years he has been on the Fiji Auckland trade. As Master of the *Tui Cakau III*, he was involved in

the June 1994 Queen's Birthday storm that swept the Pacific north of New Zealand, in what was described as the biggest search and rescue operation of modern times in the South Pacific. Capt. Hebden went to the aid of the first of the many yachts that got into trouble while participating in a cruising regatta from New Zealand to Tonga. While battling a 90-knot gale and huge seas, and with the aid of RNZAF Orion aircraft, *Tui Cakau III* homed in on the yacht *Destiny*. The yacht had rolled, was dismasted, and was taking in water.

Two people were on board, Dana Davies who had broken his leg and his wife Paula who was exhausted and distressed. To add to the drama, Jim's C/O Satisi Lakepa broke his leg during the difficult approach. *Tui Cakau* was later presented with a plaque by the New Zealand Airforce for the bravery displayed during this rescue. This was followed by a number of other rescues while Master of *Capitaine Wallis*:

14/7/00: Yacht *Tamahini A Tangaroa*. Lost main engine and batteries, sails blown out and yacht taking water. Weather - N/Ely gale and heavy N/Ely swell. The alteration of course required for this rescue, put the vessel beam on to the prevailing conditions, caused a number of containers to be lost overboard and some damage to the vessel. Mr. Dewey Clinton Obo, an American, was rescued at 1040 hrs 15/7/00. An award for the entire crew was given to the vessel by Vanuatu.

25/5/01: German yacht *Relativity* in position 36° 78'S 175° 48'E - Propeller shaft broken, slipped out of tube and jammed the rudder hard over. Taking water through stern tube. Called by the yacht on VHF 16 and asked to be rescued.



Yacht *Scot Free* drifting in a seven metre swell

14/6/05: Yacht *Scot Free* - Knocked down twice, Garry Blackwood and wife Lisa Blackwood on board. Lisa was washed overboard twice and Garry Blackwood sustained a head injury requiring 23 stitches. Orion S.R. on station. Weather conditions poor.

20/6/05: Yacht *Mr. Roosevelt* - Damaged, motoring towards Opuia N. Z. Low on fuel and no toilet paper. Five New Zealanders on board. Provided 160 litres of fuel, food and toilet paper. Weather conditions: Good.

26/6/05: Yacht *Maine*, knocked down, no rudder, no engine, and wife washed over the side. Two people taken off, Gerald Hay and Martine Hay. S.R Orion on station. Weather conditions - poor.

There were two previous incidents while Master of *Tui Cakau* that came under Search & Rescue Fiji. No records kept and names and dates forgotten over time.

1985: A trimaran being delivered from Australia to Fiji. The passage took considerably longer than expected, sailing against prevailing trade winds. There were four people on the yacht, which had run out of food and fuel. Provided them with food and fuel to continue passage. Weather conditions - good.

1995: On passage Lautoka to Auckland. First night out a

flashing light sighted 6 miles to the east by OOW, Ratu Isoa Ganilau. On investigation, found a 40-foot steel fishing vessel with four Fijian crew on board. No main engine and no batteries. Towed approximately 70 miles to a village near Cape Washington, Kandavu Is. Weather conditions - moderate On accepting the Crusoe Award from our Warden, Captain de Jong, Captain Hebden said he was honoured to be recognised by fellow master mariners, but he would not have been successful without his Fijian crew. Captain Hebden commenced his pre-sea training in the training ship HMS *Conway* in 1959 and joined Blue Star Line in 1962.

He gained Masters in 1970 and joined ASP (Australia) 1971-72, Joined Smit-Lloyd Australia 1972-74, ANL 1974-76, followed by Sofrana Unilines as Master and then Neptune Shipping Line, which was formed in 1998.

Captain Hebden, joined Auckland Branch early this year, and more recently, was nominated for "Ship Master of the Year" by the Nautical Institute in London. As it turned out, he did not win, but the Institute commended him as an exemplary shipmaster after his rescue last year of two yachties from *Scot Free*, which brought his tally of lives saved to 17 in the last 29 years. Captain Hebden took his ship to the rescue and brought the two yachties on board in what the Nautical Institute described as a display of expert seamanship in atrocious conditions.

CHRISTCHURCH

BRANCH (Contributed by Capt. Geoff Swallow)

Christchurch Branch consists of 40 full members, one life

member and two honorary members. Our membership is spread throughout the South Island from Otago to Nelson, with only about 28 members actually resident in the Christchurch area.. We also have three members who have moved to the North Island but have retained their Christchurch branch membership, and we have one member resident in the UK. As we would imagine is the case in all branches now, our membership consists predominantly of the "retired" category, with only a very small percentage still actually seafaring.

Our current Warden is Brian Johnson. Brian was a naval hydrographer and commanded HMNZS *Lachlan* on much of the survey of NZ ports and coastal areas. Brian succeeded David Wilson who was our last warden, David retired ashore from the British RFA fleet, and has taken up deer farming in Canterbury "just to pass the time!" Both Brian and David have given interesting talks on their respective careers at our Branch luncheons.

Also on our branch executive is Malcolm Pearson who is an ex *Pamir* boy and finished his seafaring days in command of cement ships out of Westport. Amongst many other things, he is still very active as Marine Superintendent of the Preservation Society that looks after the old steam tug *Lyttelton*, which is coming up for her 100th birthday in 2007.

John Twomey who has been heavily involved in the Company for many years including time as Master, and who is a life member, continues to edit our Newsletter and is one of the mainstays of our Branch - keeping us all on our toes.

Making up our executive committee are Bill Oliver who

many will remember as pilot / Marine Manager from the Lyttelton Harbour Board / Port Company, Bill Mouat, Graham Broom, our treasurer Dick Henshaw, secretary Geoff Swallow, and deputy warden Richard Knight. Richard Knight and Geoff Swallow both transferred from the Wellington branch a few years ago, the rest of the committee are long serving and loyal Christchurch Branch members,

Andy Anderson is another long time member who gave us a fascinating account recently of "the rise and fall of the Kaiapoi Shipping Company", an enterprise with which he was closely involved.

We are also proud to have two female members in our branch: Joanne Stanley (now Joanne Lang) who is a senior pilot with the Lyttelton port, and Katherine Walker who is involved in charterage broking in the UK.

We were very saddened to learn at the end of July of the death of Ross Fast. Ross was a well known character in New Zealand Shipping in various roles, more latterly involved with TEL and other ventures with G.H. Scales and with South Pacific Shipping. He had been unwell for some time.

Activities - Branch activities are mainly social. We have been having an annual BBQ at the property of David and Jenny Wilson in Weedons each March. However, they have "moved" properties so we await next March with interest!

John Twomey has organised our Annual Dinner for many years. This takes place always on the longest (and usually the coldest) night of the year at the Canterbury Club, an old august club, which very much adds to make it an 'occasion', with excellent food and service.

We have two or three luncheons a year with a speaker, although speakers do seem to be difficult to find at times. We also have a Christmas luncheon each year at one of the numerous wineries shooting up all over Canterbury, usually on a Sunday a week or two prior to Christmas.

It is often pleasing to welcome our members from Nelson at the Annual Dinner and the Christmas lunch. We also involve our friends from the Institute of Marine and Power Engineers in our functions.

Master Mariners are represented each year at the Anzac Day Dawn Service where a wreath is laid at the Cenotaph by the Cathedral. There are two other services for seafarers in the area, one at the Christchurch Cathedral in October and the other at the Holy Trinity Church in Lyttelton in July. The Branch has presented our Red Ensign and a Master Mariners plaque to the Holy Trinity Church.

A permanent Memorial Plaque dedicated to Merchant Seamen who lost their lives in the World Wars was unveiled by local military, civil and religious leaders at the Cenotaph adjacent to the Cathedral three or four years ago.

Lyttelton Port – The Lyttelton Port continues to survive quite well in these competitive times. They were subject to a proposed major change earlier when the major shareholder (the City Council Holding Company) attempted to buy a majority shareholding with a view to selling off 49% to Asian Port interests who would run the port. As you can imagine, this went down locally like a lead balloon, but was thwarted in the nick of time by Port Otago Ltd, who purchased a large number of LPC shares, so preventing the “takeover”. The Port itself is

suffering from a lack of money spent in recent years on the infrastructure, and still looks a bit run down. A lack of berths suitable to all types of shipping is often evident particularly with the container terminal berths and container storage spaces much in demand, and a big increase in coal exports. Cars continue to flood in to Christchurch for the South Island, and there is a move for a dedicated car area in the inner harbour. Industrially things have been good, and although the Lyttelton labour force did not quite accept the Port Reform situation like other ports, it must be said that things have improved.

The Port Company reinvented itself a couple of years ago, so that LPC now stands for Lyttelton - Port of Christchurch.

So, the Christchurch Branch is in good heart, although somewhat concerned about the future of the Company's existence. However, reading through minutes of our committee of 50 years ago, similar concerns were expressed – and we are still going!

OBITUARIES

Captain Geoffrey Warwick Dunsford

The Auckland Branch lost one of its most senior members this year, Captain Warwick Dunsford who died at Grace Joel Hospital, St Heliers on Thursday 5 June 2006 after a long illness.



Capt. Dunsford addressing a *Pamir* Association reunion.

Born at Napier in 1926 Captain Dunsford commenced

his seagoing career in 1942 as deck boy on the four masted barque, *Pamir*. He gained his Second Mates after leaving that vessel in 1946. He then joined the Blue Star vessel *Trojan Star* in New Zealand as fourth mate, and a year later joined the New Zealand Shipping Company.



The four-masted barque *Pamir* under the NZ flag from 1942 – 1948

In 1951 he was appointed C/O of Holyman's new vessel *Wareatea* for the delivery voyage to Australia. In 1953 he took Masters with Square Rigged endorsement and then returned to Australia to the vessel as Master.

On returning to Auckland he specialized in marine Insurance and surveying. In 1963 he joined with Stuart Oates to set up TransPacific Marine for a period of ten years. Around 1972 he set up Dunsford Marine - salvage and cargo and ship surveying, and made other ship deliveries as Master including the *Mandona* from Auckland to Hong Kong and the *Tagua* from Hong Kong to the Cook Islands. Warwick continued with his surveying business until his retirement in 1995. During this period he joined HMNZS *Ngapona* as Navigation Instructor and retired from the service after 15 years as Lieut. Commander and during that period had command of their H.D.M.L's for voyages around the coast. A long time and respected member of the Maritime community and strong

supporter of the Company of Master Mariners over many years. He was Honorary Secretary Auckland Branch in 1953 when Sir Ernest Davis invited the Branch to use the supper room of the Grand for its meeting, there being no charge for this privilege for the remainder of his life; an invitation that was greatly accepted by Branch officers.

In 1997 he was elected Master of the Company but stepped down two years later because of ill health. There was a very large turnout for the service held for Warwick at St Mary's in Holy Trinity, Parnell on Wednesday 21 June, which in addition to family and friends included many from the shipping fraternity, including members of the *Pamir Assn.*, NZ Branch of the *Durham Society*, both of which Warwick was instrumental in founding, and from the Auckland Branch of Master Mariners.

H C M Douglas

Scotsman Harry Douglas was educated in Glasgow. He went to sea in 1934 when he joined Lyle Shipping Company's *Cape Race*. He later joined New Zealand Shipping Company obtaining his Master's certificate at Liverpool in October 1948 but left the sea in 1949 to become New Zealand Shipping Company's cargo superintendent in Wellington. In 1963 he joined the New Zealand Meat Producers Board as the Shipping Manager.

Increased shipping freight costs were becoming an issue of concern to the Meat Board and investigations were initiated into the costs and efficiencies of all aspects of movement internal freighting, cargo handling arrangements and the scheduling of ship calls at NZ ports. It is said that Harry had been very

critical of the systems in place for meat exports and his comments irked Meat Board Chairman John Ormond to such an extent that he was offered the job of shipping manager to sort out the mess. It was during this period that freight handling and shipping services were beginning to be streamlined, characterised by the introduction of the all weather meat loaders in Timaru and Bluff, followed by the introduction of containerized shipping services.

Like all merchant seamen, as well as always being immaculately dressed, Harry was very tidy and well organised; he operated a clean desk policy, with no sign of extraneous papers. He was renowned for the little black indexed book he carried, in which he entered a plethora of relevant and up to date statistics, as well as the occasional quote that tickled his fancy. He could be relied on to correct anyone who used the wrong figure, whether it was for the volume of meat exported or the latest bunker surcharge. Some people even suggested that he kept reminders of jokes and other anecdotes as well. He was promoted to the position of New Zealand Manager of the Meat Board in 1968 for three years until taking up the appointment of North American Director in New York from 1971 to 1974. He had an economic style of writing so his monthly reports back to Wellington were brief and to the point. He returned to Wellington in May 1974 to take over as the Meat Board's General Manager a position he held until 1980. He was a member of the Exports and Shipping Council.

While he was at the helm, lamb exports to the Middle East, particularly to Iran were increasing and the Meat Board

opened an office in Tehran. In New Zealand the Muldoon government moved to establish a meat export price smoothing scheme and subsequently introduced Supplementary Minimum Prices, both of which were administered by the Meat Board for the meat industry. As retirement approached Harry opted to step down as General Manager and took up the position of European Director in London in 1980, where he oversaw the celebrations at the UK end of the centenary of the first shipment of frozen meat to the UK. He retired in July 1982 and returned to live in Lower Hutt.

*Mick Calder/John Brown
27 February 2014*

TAURANGA BRANCH

(Contributed by Capt. Gavin [Guy] Dennison)

Beaufort's Scale

Seafarers world wide are familiar with Admiral Beaufort's scale of wind forces, however, according to Nicholas Courtney's book "Gale Force 10" (should be Storm Force 10) the scale was not in fact his own but that of a close friend, Alexander Dalrymple, the first Hydrographer of the Navy. To be fair to Beaufort though, he never claimed any credit for this and freely admitted that it was his friend's work, which he had copied from Dalrymple's notes, nevertheless, by some quirk of history, the credit for evermore, is attributed to Beaufort. Francis Beaufort (1774-1857) was the son of an Irish clergyman and first went to sea in an East Indiaman at the age of 14. On returning from the voyage he joined the Royal Navy as a midshipman. This was at a time when influential connections carried more weight than merit. From the beginning, the young Francis showed an aptitude for

mathematics and astronomy and was thus drawn to the study of navigation. His active service in the Mediterranean proved to be fortuitous since he was promoted to Lieutenant in 1796. At this time he also received some considerable prize money but his luck ran out when he was seriously wounded. This resulted in him being invalided out of the Service on a small pension. After five long years on the beach, he was re-employed and given his first command, albeit a lowly store ship. It was then, that with the help of Dalrymple's notes, he drew up and formalized the standardization of wind scales in place of the very imprecise terms then in use. After five years on store-ship/convoy duties there followed a lengthy, but fruitful period of surveying - including that of the River Plate and general hydrographic work, which became his forte and led to some lasting, but sadly neglected, achievements in this field. Whilst on active service, Beaufort was again seriously wounded and this time, permanently invalided ashore. His reputation in his chosen field had been established and after some protracted political wrangling he was finally, in 1829, confirmed as the Hydrographer of the Navy. He was to prove an indefatigable innovator and when he assumed this office most surveys were of United Kingdom waters but by his retirement the Navy's designated vessels had surveyed much of the waters of the known or accessible world. Beaufort's practical surveying skills were, fortunately matched by his administration abilities.

Promotion to flag rank occurred in 1846 and two years later he became a KBE. Perhaps Sir Francis Beaufort's greatest accolade came in 1854, when at

the age of 80 and wishing to retire, the Lords Commissioners of the Admiralty insisted that he could not be spared. Ill health, however, forced his retirement the following year and three years later he died. At a personal level, I have always found it much easier, after first looking at the state of the sea, to reckon the wind strength as per the Beaufort scale than in knots. Most of my cleverer Colonial counterparts prefer, however, to guesstimate the wind speed directly in knots. A case of having been trained differently I suppose.

Clive Spencer

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Big ships come to Tauranga

The Port's facilities were recently showcased with the arrival of the 4100 TEU Maersk Dacatur (to be renamed Decatur), the first vessel in Maersk Line's new Pendulum service.



The call was the first in New Zealand for the newly formed Maersk Line, the combined business of Maersk Sealand and P&O Nedlloyd, and was the beginning of a regular 4100 TEU shipping service for the Port. Other changes are coming with the commencement of Hamburg Sud's new fortnightly Trident service, which began on 5 March with the arrival of the *Cap Victor* service from Tauranga to North America and Europe. The port will also be part of the new NZX shipping service combining several shipping lines due to commence around March 18. In terms of who goes where, Maersk Lines Pendulum service is a weekly

direct service from Tauranga to North America and Europe. Hamburg Sud's new fortnightly Trident service provides exporters with another option for European and North American-bound cargoes. The new NZX shipping service gives importers and exporters a connection through Asia into other global destinations. Operated by MISC, NYK, MOL, OOCL and PIL, the schedule includes an express service calling at Singapore, Tauranga and Lyttelton.

WELLINGTON BRANCH

Contributed by Capt. Peter Attwood

Officers of Convenience

Captain E B Daubeny explains some of the differences when sailing under an FOC

Times have changed at sea. Everyone agrees about that. In the last three decades the shipping world has seen technical developments, shifts of power and influence, the effects of macroeconomics on a global level and convulsions amongst the leaders of business, all, arguably, on a more titanic scale than for any other period in the whole history of the industry. And the seafarer amongst all this; has he changed? Is he still the officer and gentleman of thirty years ago?

Some people of course may feel that the officer was never a gentleman anyway, whilst others may believe that some men were too gentlemanly to have any value as officers. Whatever your judgement on this might be, the fact is that today – especially on board a flag of convenience – sea life is different.

Then, the majority of the world's fleet was owned, operated and manned by the traditional maritime countries. Whatever their national differences might have been,

their ships, and officers, were much the same. Ships were smaller, crews were larger. Voyages lasted longer, but much time was spent in port. Tankers were different on this latter point, but personal lifestyle on board was much the same as on other ships. On many ships, officers did, indeed, seem to lead the life of gentlemen. There was silver service in the dining saloon, and for deck officers, uniform was the working dress at sea or in port – the boiler suit a garment seldom seen. No safety helmets then, but on the head a uniform cap with company badge emblazoned. The passenger liner, highest temple of the art of officer and gentleman, was still plentiful and many men hold memories of past glory; both of the ships and of themselves. The locker full of uniforms, white and blue, of smartly tailored mess kit, canvas shoes and smart clothes in which to escort young ladies to the shore. On Sundays, starched upright in our No. 10s, by master's orders we took our place in the front row of the congregation. There, the Old Man and the mate, prayer book for one, bible the other, led passengers and crew through the company approved order for divine service.

Yes - times have surely changed. Recently, after a death on board of a Christian crew member, neither prayer book nor bible could be found and the International Medical Guide carries no service for the burial of the dead. As master it was my duty to extemporize as best as I could, whilst our poor shipmate set off on his final voyage, not in the traditional sailor's shroud, but lashed up in two laundry bags; the nearest thing to canvas we could find.

Here, under flag of convenience, we have no use for

uniform. We have no need for shore clothes. We have no silver service. Perhaps we are not gentlemen, but merely officers of convenience. What then is our life like today?

It seems to me there are three divisions in which one may be employed. In the bottom division there are ships and owners that are definitely bad news. Ships here are old, rusty and of doubtful seaworthiness with ignorant and ragged crews. Owners are without business integrity, business acumen or cash. All one may expect of life is that it will be 'nasty, brutish and short'. In the top division there are ships belonging to traditional, maybe benevolent, owners, that have been 'flagged out' for various reasons. Smart, clean ships with intelligent capable crews. Here the owners honour national agreements, subscribe to ITF and are pleased to know you have stopped work at 1700 on Friday – in fact they probably demand it, due to the punitive rates of overtime to which they have agreed! If you are signed on here - stay put if you can. In the middle division there are ships and owners that are tough but fair. The ships are hard working, tightly run, but officered by only capable men, for the incompetent are very swiftly weeded out. The owners drive a hard bargain, but honour it in all respects. They expect results, but they pay you to achieve them.

It is the middle division which I think best reflects our life. Whilst there is no silver service, the mess room is clean and tidy with a messboy in attendance. The catering is always satisfactory and often good; better in fact than many ships in the gentleman era. Here, good owners recognize the importance of proper feeding both to the general morale, and,

more important, to the maintenance of productivity from a largely manual work force. Our uniform is the boiler suit and safety helmet. There is no shame in this. It is a fact of modern life, that a deck officer's practical capability is now as valuable as his academic achievements and professional knowledge. In this division everyone must earn his keep – even the master. Here, the Captain will find few idle hours upon his hands. The wages and accounting administration will all be his personal duty, as will, in some ships, the catering and the bond. The position of chief steward is often found to be defunct – a good cook is all you need. When heavy work load periods, such as hold and tank cleaning occur, the master will assist bridge watchkeeping thus putting an extra man on deck. Should problems occur in hold, deck or pump room, he will not wait, in splendid isolation, for his mate to win or lose alone. He will don his boiler suit and helmet and proceed to the trouble spot, there to assist with either his experience or an extra pair of hands, or both, as may be necessary.

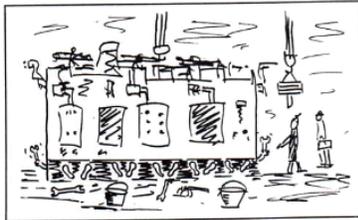
A few years ago I was sailing on a ship in this middle division on a voyage from West Africa to Chile via Cape Horn. In a crew of less than thirty we had some eight different nationalities. At Christmas and New Year we had ship's company parties in the crew mess room. With little alcoholic assistance, a delightful atmosphere prevailed. We played children's party games like musical chairs, pass the parcel and other such favourites all with such verve and enjoyment. Almost everyone had a 'party piece' and was happy to perform it. Finally there was a singing competition

to be adjudicated by myself. It was clear who should be the winner. An ugly little man, a Filipino who by day cleaned the oily bilges in the depths of the engine room, but by night, sang passionate vibrant love songs in a smooth rich baritone.

“First prize to our very own Rocking Dodong,” I cried. Rushing forward, he seized me in a crushing embrace, kissed me on both cheeks, and circled the room leaping up and down like a demented dwarf, punching the air above his head in triumph and delight.

I don’t remember anything like this in the days when I was a gentleman. There are times when I prefer life as an officer of convenience.

‘Multi-tasking’



“The captain? He’s third from the left — the one with the Gucci loafers”

oooOOOooo

The Holm brothers enjoy a joke

Wellington MM function, 1950s



l to r Capt. Whiteford, Nautical Adviser, Marine Dep., Capt. Sydney Holm, Capt. Mariner Holm, Capt. John Holm

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New Zealand Company of Master Mariners -

Membership list, June 2006

AUCKLAND

- Allen R M (Dick)
- Alvares D F (Derek)
- Barradale C (Chris)
- Bedwell A R (Ray)
- Bishop E C M (Eoin)
- Briand J P (John)
- Carter G S (George)
- Chesney J M (John)
- Clarke GP (George)
- Colaco D B (Douglas)
- Commons B M (Bernie)
- Compson W (Bill)
- Cornwell J W (John)
- Curnow K M (Ken)
- Davies P
- De Jong J (Jaap)
- Deeney J A (John)
- Deane M B (Max)
- Diggle J R (John)
- Dundas V W (Vic)
- Edwards J N (Nic)
- Ellis J (Jim)
- Entwistle P (Peter)
- Erakovic R (Bob)
- Gray Q (Quantan)
- Greig T R H (Tom)
- Handley D W (Don)
- Hawkins R J (Bob)
- Hebden J (James)
- Hibberdine W J (Brooke)
- Highfield C J (Jim)
- Holbrook J (Jack)
- Hunter R A (Rick)
- Iles D H T
- Jefferson J G (John)
- Johnson N (Ben)
- Jones B C (Ben)
- Kelner F A (Fred)
- Kershaw T M (Tim)
- Kilpatrick R A (Robin)
- King P E C (Peter)
- Law Rev. W
- Lock M J (Mike)
- Lorraine R D
- Lott R J (Rod)
- Lyons W (Billy)
- Mack R (Robbie)
- Martin J H (Jens)
- McGill J D (Don)
- McKenzie R L (Ron)
- Moore A (Tony)
- Morgan D R (Dave)
- Mulgrew K J (Ken)
- Munro H M (Hugh)
- Neill D (Dudley)
- Oates S
- Parker S J (Stephen)
- Partridge T E (Tom)
- Payne A D (Tony)
- Pevy H S (Hugh)

- Post R M (Mac)
 - Proctor K A (Ken)
 - Ratcliffe MJ (Malcolm)
 - Robbins OBE L (Larry.)
 - Robinson P D (Peter)
 - Ross W W (Bill)
 - Sequeira R L (Ron)
 - Shanker M J (Mario)
 - Shaw J (Jim)
 - Sims P J (Peter)
 - Skrine J R (John)
 - Smith G B (Gordon)
 - Smith R B (Roger)
 - Somerville A P B (Alex)
 - Speller R M
 - Stanaway J M (Jim)
 - Sutherland R A (Ross)
 - Swan R J (Dick)
 - Taylor C J (Chris)
 - Taylor HKH (Keith)
 - Taylor J L (John)
 - Taylor S G (Stan)
 - Thompson C B (Barry)
 - Varney J T (Jim)
 - Wade M J (Mike)
 - Warren JCC (John)
 - Watt D W (Dave)
 - Wavish PJR (Peter)
 - Webb M J (Mike)
 - Wheeler N A (Neil)
 - Wheeler W B (Brett)
 - Whittard A S (Andy)
 - Williams B M (Brian)
 - Wilson R L (Ray)
 - Wood C F (Chris)
 - Woodard M W (Martin)
- CHRISTCHURCH
- Anderson C M (Andy)
 - Bennett R J
 - Broom G B (Graham)
 - Chrisp P J (Peter)
 - Coates H R (Hugh)
 - Cooke R A (Alan)
 - Cox H D (Henry)
 - Crowder J (John)
 - Daish D A (Darrell)
 - Enberg O (Ollie)
 - Galer W (Bill)
 - Gordon H J (Harold)
 - Halloran M (Mike)
 - Henshaw R (Richard)
 - Hill G H (George)
 - Johnson G B W (Brian)
 - Keer Keer F R (Robin)
 - Kerr R J (Robert)
 - Knight R (Richard)
 - Laing J (Joanne)
 - Manser P (Paul)
 - MacKenzie R D (Dick)
 - McNab B V (Brian)
 - Marshall K G (Ken)
 - Meads B R (Barry)

Mounsey L (Len)
 Mouat W (Bill)
 Oliver W T (Bill)
 Owen J T (John)
 Pearson M (Malcolm)
 Pearson M (Mike)
 Rea P T (Peter)
 Reeves N J (Norm)
 Siddal W A (Bill)
 Stammers M (Mike)
 Stewart J R (John)
 Sutherland J (Jim)
 Swallow G (Geoff)
 Theobald R D (Rod)
 Twomey J (John)
 Walker
 Whiteley A E (Tony)
 Wilson G D (David)
 Woodward J L (John)

WELLINGTON

Attwood F P (Peter)
 Austin J C (John)
 Banks S A J (Steve)
 Bird R P (Bob)
 Box G R (Bob)
 Boyack E G (Edgar)
 Boyes D W (David)
 Brown J A (John)
 Burfoot T M (Tim)
 Campbell A T (Angus)
 Colebrook R T (Ron)
 Curd D J (David)
 Date R A (Tony)
 Davis RGJ (Richard)
 Dickinson J M (John)
 Dickinson J W (Jack)
 Drake P J (Paul)
 Dutch G P (Graeme)
 Fozard R M (Bob)
 Gibb A G (Alex)
 Gilliland R (Robbie)
 Gilstrom D N (Neil)
 Glyde J (Jim)
 Good E V (Edward)
 Grimmer D R (Derek)
 Hagen D (David)
 Hellesland T (Tor)
 Henderson L (Lew)
 Hermans J W (John)
 Hill I M (Ian)
 Hogan JPB (John)
 Irons F E (Eric)
 Irwin J (Jack)
 Jenkins A F (Alan)
 Jones W J (William)
 Kerswill J R (Roger)
 Legge A J (Tony)
 Lillico JAJ (Julian)
 Macalister A F (Alister)
 Mackay I M (Ian)
 Mansell JNK (John)
 Mason C A (Clyde)

McMorran H
 Mockett J H (John)
 Monks D G (Doug)
 Nicol G T (Tim)
 Osmond W (Wayne)
 Owen I B (Ifor)
 Palmer RAJ (Ron)
 Pether J (James)
 Pierce D I (Derek)
 Pryce M H (Mike)
 Robertson W A (Sandy)
 Rowling T I (Thomas)
 Satur B (Brian)
 Sayers J M (John)
 Shepherd G P (Graeme)
 Short R F (Rod)
 Smith C D (Charles)
 Smith T (Trevor)
 Stacey P M (Peter)
 Thomson W (Warwick)
 Truscott D B (David)
 Van Kesteren C (Cor)
 Watt K D (Ken)
 Webb I R (Ian)
 Williams G C (Graham)
 Withington J M (John)
 Wood WA (William)
 Wood G (Gordon)

TAURANGA

Armstrong I G (Ian)
 Bindon J (John)
 Barbour J A (John)
 Clarke I (Ian)
 Dennison G L (Gavin)
 D'Mello G (Gus)
 Frank N H (Nicholas)
 Gilchrist R T (Tom)
 Gregson J S (John)
 Hall M E (Mike)
 Hollins J C (John)
 Hubbard T L (Ted)
 James B D (Bob)
 Johnson P F (Peter)
 Jones P J (Peter)
 Kelly M K (Mike)
 Likos W (Bill)
 McMaster J R (James)
 Magazinovic C (Carl)
 Moore J J (Jonathon)
 Morris C S (Chris)
 Muntendam G (Gerben)
 Read G M (Gordon)
 Rechenberg G F (Gerhard)
 Roberts J M (Jennifer)
 Rutherford G (Gordon)
 Sayle D E (Derek)
 Spencer C (Clive)
 Watson A G (Tony)
 Weston J A (John)
 Williams D (Dave)
 Wood T J (Tim)
 Wyld R (Robert)

Nostalgia



The Queen Mary departs the Clyde on 26th. March 1936 bound for Southampton.

