



Newsletter

NEW ZEALAND COMPANY OF MASTER MARINERS (AUCKLAND BRANCH)

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June 2016

UPCOMING EVENTS

- Mon 13 June - Committee 1630
Sat 18 June - Ladies Lunch 1200
Cost \$35.00 per head
Mon 1 Aug - Committee 1630
Wed 10 Aug - Company AGM 1200
Lunch followed by AGM
Mon 3 Oct - Committee 1630
Thurs 13 Oct - General 1830
Mon 5 Dec - Committee 1630
TBA - General 1830

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LOCAL NEWS

CONTAINER WEIGHING

All shipping containers for export from New Zealand will need verified weights before they can be loaded on a ship from July 1 this year.

REGISTER, UPDATE, or De-REGISTER YOUR BEACON.

The new MEOSAR satellite system means that any activation from a rescue beacon, even a brief on-off of the signal, will get picked up more quickly and clearly.

This means it is vitally important for owners and users of distress beacons to ensure they register, update, and de-register as needed the emergency contact details for their beacon with RCCNZ. If our Search and Rescue Officers (Saros) cannot communicate with the emergency contacts listed - such as family, friends or colleagues who know the movements of the affected party - then the Saros cannot check whether or not there is a genuine need for helicopter teams and other personnel to be directed to the location from which the beacon is transmitting.

To register your beacon, or update your contact details visit Beacons.org.nz

OVATION OF THE SEAS

The 168,666 tonnes cruise liner, carrying 4,905 passengers, visited Auckland in mid May. Because of its size it had to anchor in the harbour and eight tenders brought the passengers ashore.

Based in Sydney the cruise ship has a variety of tours visiting Auckland, Tauranga, Wellington, Picton, Lyttelton, Dunedin and Fiordland and South Pacific Islands.

SHIP FIRE



Fish Factory ship *Desert Rose* caught fire during a refit in Lyttelton on 18 April.

SOUTHERN TIARE (Cook Islands)

Vessel had engine failure off Timaru 03 March. Taken in tow by tug *Sea Ranger* & arrived Lyttelton 04 March. Docked in Lyttelton 20 March. *Southern Tiare* sailed from Lyttelton at 1600, 18 March, bound for Timaru to arrive at 1500, 19 April.

KAITAWA MEMORIAL SERVICE

A memorial service for the 50th anniversary of the loss of the USSCo *Kaitawa* and her crew in a storm off Pandora Bank on 23 May 1966 was held at the Auckland Mission to Seamen. Nearly 200 relatives and descendants attended.

SEA SUNDAY

Sea Sunday will be celebrated in the Holy Trinity Cathedral at 1700 hrs on Sunday 10th July.

SHIPPING WOES

The following is an extract of Lloyds List of May.

1. SCORPIO Bulk carriers burned through \$27.5m in operating cash flow during the first quarter of 2016.

This underlines the dire straits that dry bulk shipping companies have been going through since the beginning of the year.

2. VIKING Supply Ships has delayed the release of its annual report and first-quarter results as negotiations continue with creditors to address the company's long-term financing.

The company has reached an agreement in principle with its banks, subject to credit committee approval and other conditions.

3. HAVILA Shipping chief executive Njål Sævik has said that 2015 was the toughest year in the offshore company's 13-year history, and probably the toughest in the Sævik family's 35 years in the oil industry. "For the first time in my tenure as chief, I feel basic uncertainty about the future," Mr Sævik said in his introduction to the Havila 2015 annual report.

4. HANJIN Shipping, South Korea's largest container carrier, has asked its business partners, which include owners of its chartered fleet and terminal operators, for help in its bid to shore up liquidity.

Hanjin Shipping president and chief executive Tai Soo Suk sent letters to the shipping line's business partners to explain its troubles and ask for their understanding and co-operation, a company spokesman said.

5. MAERSK Line just managed to stay in the black in the 2016 first quarter with a tiny net operating profit of \$37m, compared with \$714m a year earlier. That followed a loss in the final three months of 2015.

6. D'AMICO International Shipping saw first-quarter net profit decline to \$7.2m from \$11.4m in the same period last year, largely due to expected volatility in the tanker freight market and the anticipated slowdown from last year's stellar performance.

7. THE first quarter of 2016 was likely the worst in the modern history of dry bulk shipping, said Greenship Bulk.

It noted that the Baltic Supramax Index recorded a quarterly average of \$3,801, which was far beneath the previous all-time quarterly low of \$5,713 seen in the fourth quarter of 2015.

8. SUEZMAX and AFRAMAX tanker rates continued to drop this week in a quiet market, with only a handful of vessel inquiries keeping rates from falling further. Shipbrokers were divided on whether rates could come under more pressure or whether cargo volumes will stem losses in coming weeks amid fluctuating oil production levels from key producers in the Middle East and West Africa.

9. THE China Newbuilding Price Index, which tracks ship prices at domestic yards based on the views of 18 major shipbrokers across the world, dipped 0.7% from the month-ago level to 817 points in April.

10. The pace of decline for Chinese tanker new building prices has sped up as the outlook for the shipping segment dims and domestic yards ramp up discounts.

11. The dry bulk sub-index in April fell 0.8% to 793 points, with the pace moderating since February this year.

12. CNCPI, the containership index, decreased by 0.3% to 855 points, with no new orders, including contracts for ultra large containerships, recorded in April.

NEW PANAMA LOCKS OPEN

by Nora Zhou

CHINA Cosco Shipping has won the draw for the first transit through the expanded canal during the waterway's inauguration on June 26.

The 9,400 teu *Andronikos*, will make the inaugural voyage, the Panama Canal Authority announced.

The expanded Panama Canal will allow vessels of up to 12,000 teu to transit the canal. Eventually, 14,000 teu ships will be able to use the canal.

COURT UPHOLDS COSTA CONCORDIA SENTENCE

A 16-year prison sentence for the former captain of the Costa Concordia cruise liner for his role in the deadly 2012 shipwreck has been upheld by an Italian appeals court.

Captain Francesco Schettino, who commanded the ship when it hit rocks off the Tuscan island of Giglio, killing 32 people, and the prosecutor and defense had both appealed against the sentence handed down last year.

Schettino was found guilty by a lower court of multiple manslaughter, causing a shipwreck and abandoning passengers in one of the highest-profile shipping disasters in recent years.

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OUR NAVY

A commemoration service was held at Whangarei Heads on Saturday, 14 May in memory of the loss of HMS *Puriri* in 1941 due to a mine laid by the German raider *Orion*. Five crewmen lost their lives.

It was good weather for the occasion. There were 80 seated guests and about 30 naval personnel who sang and performed the Haka. On the horizon lay an offshore patrol boat stopped over the wreck site.

Wreaths were laid by the Navy, Company of Master Mariners, The Merchant Service Guild and families/descendants of the *Puriri* crew.



Puriri memorial

The printed programme was marred by a centrefold picture of *Puriri II* (built in 1948).

Following the ceremony everyone returned to Whangarei RSA where a light lunch was provided. A model of HMS *Puriri* was on display with a book about *Puriri* and the environment in which she served.



HMS Puriri model

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PRINCE CHARLES' COMMAND SINKS



HMS Bronington

On 17 March the Ton Class minesweeper ex-HMS Bronington, that Prince Charles once commanded, was found to have sunk at the Mersey Docks, Vittoria Docks, where she had been laid up since 2011. It is unlikely that she can be saved.

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PAST HISTORY

25 years ago

TEV RANGATIRA

When Argentina invaded the Falkland Islands on 2 April, 1982, Prime Minister Margaret Thatcher directed that the islands were to be retaken.

The NZ Prime Minister, Rob Muldoon, offered a frigate but was declined. However The Naval Radio Station at Waiouru, HMNZS *Irirangi*, was quietly used to provide a communication link from Britain and the frigates HMNZS *Canterbury* and *Waikato* made two deployments each to the Indian Ocean to release the British frigate.

The retired Lyttelton – Wellington ferry *Rangatira*, then laid up in Falmouth after serving as an accommodation ship in Scotland during the oil boom, was modified to use as a troopship.



troopship Rangatira

A flight deck was fitted to accept helicopters. Two extra diesel generators were added to provide power to make fresh water for the troops. Double bottoms were converted to fuel tanks and cabin modified to double the accommodation. Anti-aircraft guns were also added.

From an overnight ferry, *Rangatira* became a troopship capable of carrying 1,000 troops and feed them for several months.

Rangatira deployed to the South Atlantic for 18 months without berthing. On her return to Britain the ship was sold to a cruise ship operator in the Mediterranean.

Rangatira was finally sold and scrapped in 2005.

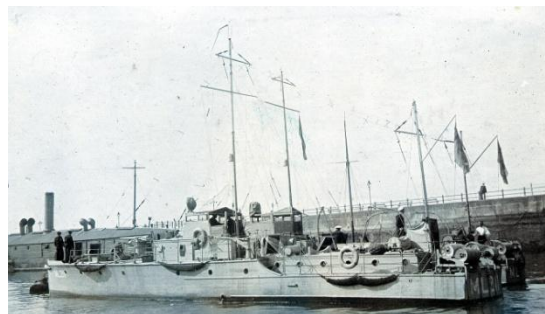
100 years ago

THE U-BOAT PROBLEM

Britain had no defence against the U-boats. Temporary Sub Lieutenant Oscar Freyberg, RNVR, from New Zealand, proposed that the Navy build whale chasers as used in New Zealand.

Coastal Motor Launches

The British yards were at full capacity and American legislation prohibited supplying arms to Britain or Germany. However, they could help Canada. Canada ordered 50 small craft from Elco fitted with a petrol engines and 3 pounder gun. This order was soon followed by a second order for 500 launches. Meanwhile, several ships were converted to carry the boats to Britain.



ELCO motor launches

Then arose the problem of finding officers and motor mechanics to man these craft. A recruiting party was then sent around the

old Commonwealth to find recruits. Two hundred motor mechanics and fifty launch owners were recruited in New Zealand to man these small craft.

These craft served in Europe, Mediterranean Sea, Russia and the Caspian Sea.

Coastal Motor Boats

In contrast with the slow, defensive nature of the Motor Launches were the Coastal Motor Boats, known as CMBs. In mid-1915 the ship building firm of Thornycroft submitted a plan for a small fast motor boat capable of carrying a torpedo. Three naval officers were seconded to Thornycrofts to assist in developing the design which had to be as light as possible, no more than 30 foot long, capable of being carried in davits on a light cruiser and with a speed of not less than 30 knots.



Coastal Motor Boat

The CMBs were used in Britain and later Russia with considerable success.

A number of New Zealanders serving in CMBs and Coastal Motor Launches took part in the Zeebrugge raids and five gallantry awards were awarded.

A book is being written about those Kiwis who served in the Royal Navy's WW1 Coastal Forces.

DID YOU KNOW

The passenger steamer *SS Warrimoo* was quietly knifing its way through the waters

of the mid-Pacific on New Year's Eve, 1899, when on its way from Vancouver to Australia.

The navigator had just finished working out a star fix and brought the master, Captain John Phillips, the result.

The *Warrimoo's* position was latitude 0 degrees x 31 minutes north and longitude 179 degrees x 30 minutes west.

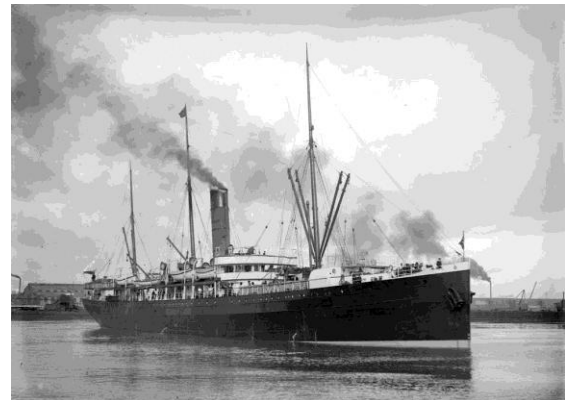
The date was 31 December 1899.

"Know what this means?" First Mate Payton broke in, "We're only a few miles from the intersection of the Equator and the International Date Line".

Captain Phillips was prankish enough to take full advantage of the opportunity for achieving the navigational freak of a lifetime.

He called his navigators to the bridge to check and double check the ship's position. He changed course slightly so as to bear directly on his mark. Then he adjusted the engine speed.

The calm weather and clear night worked in his favour.



S S Warrimoo

At midnight the "*Warrimoo*" lay on the Equator at exactly the point where it crossed the International Date Line!

The consequences of this bizarre position were many.

The forward part of the ship was in the Southern Hemisphere and the middle of summer.

The stern was in the Northern Hemisphere and in the middle of winter.

The date in the aft part of the ship was 31 December 1899.

Forward it was 1 January 1900.

This ship was therefore not only in two different days, two different months, two different seasons and two different years but in two different centuries-all at the same time.

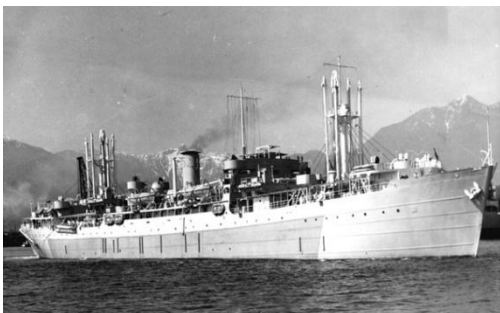
(Ed – does anyone know of any ship repeating this exercise in 1999/2000?)

MEMBERS' LATITUDE

MY FIRST VOYAGE Pt 2

By Jim Varney

After the *Algonquin Park* was sold to Aviation & Shipping Co the funnel was repainted and the coal charter about Africa was terminated.



S S Algonquin Park

Our next charter was to take Phosphate from Egypt to New Zealand. After loading we sailed for Aden for bunkers and stores. The ship's refrigerator had broken down so

fresh meat and fish was loaded into an icebox.

The bunkers loaded included an extra day's needs for every seven days steaming to allow for bad weather. About five days out of Aden the ship hove to in a cyclone which lasted for four days. The firemen's life must have been hell.

Before we made Freemantle we ran out of most things including bread, meat and eggs. Soon the bunkers were also dangerously low. Fortunately we still had timber from the days that we carried grain. However, on arrival at the pilot station we still had coal for four hours steaming left. The pilot brought out our mail and fresh food for a great breakfast.

The passage across the Great Australian Bight was a real awakener. The beam seas rolling up from the Southern Ocean resulted in the watch on deck being used to help out below trimming coal in the cross bunkers to feed the firemen as a number of them were struck down with debilitating sea sickness. It was only for a few days but the event is well imbedded in my memory of shipping water amidships and keeping ones' feet let alone shovelling coal down below.

As we steamed past Taiaroa Heads and into the calmer waters of Port Chalmers I was working releasing the derrick head lashings. I stopped to view the welcome sight of the green fields and snow tipped hills. After six months of the stifling heat of Africa and Red Sea ports it was mind blowing. The Bosun's shout of "What the Hell are you waiting for?" brought me back to earth and the job in hand.

That first glimpse of New Zealand had a profound effect on me, as did the Wharfies who promptly stopped work when we were put over the side on stages to chip and paint on a cold morning at the

Phosphate wharf. They claimed the noise of our hammers could be dangerous to those working in the hold. We were promptly moved to more pleasant work.

We then sailed for Auckland to load stores for Rarotonga and embark a doctor and nurse who were to be stationed there for a year.

Our passengers were landed by canoe and a number of families embarked for Matatea, four days away. They were billeted in the after tween-deck of No 5 hold. Rough toilets were built by the chippie and suspended over the stern and known as the 'Thunder box'.

From Rarotonga we sailed to Mitiaro and Mauke for more families before finally saving to Makatea some 120 miles NNE of Papeete. All the men were had been engaged to work in the French phosphate mine. They were a very cheerful group of people.

Thankfully for all concerned the whole time spent on that charter the South Pacific lived up to its name.

Ed. Now we know why Jim settled in New Zealand.

Ed:

My wife Liz and I have been Puppy Walking for the Blind Foundation for many years.

Our task is to teach the pup basic commands such as when to toilet and how to behave around others. It's just like bringing up a toddler.

But the Foundation takes no responsibility for any mischievous ventures of the pup.

I recently left my baby gate to my office open.

Later, while the pup spent the next hour banished to her bed, I picked up the small bits of paper scattered about my office and tried to reconstruct the notes.

My notes of those who are not wanting a hard copy of our newsletter was one of those notes that did not survive the pup's venture. I'll probably find something next time she toilets.

So don't be surprised if you receive a hard copy of this newsletter.

Thank you

Gerry

STOP PRESS