



# The Porthole

Volume 17 No.3  
March 2017



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

It's that time of year again. Winter approaches and soon we will be retarding our clocks by one hour at the end of Summer or Daylight Saving time. In my first Company, promotion to Second Mate and Navigator was only achieved after first obtaining one's Masters F.G. certificate. As Navigator, the Second Mate was responsible for calculating the change in clocks on a nightly basis to allow for changes in longitude, and had to accommodate the personal preferences of the Master; from the one who was happy to give the Second Mate reasonable free rein, to the one who insisted on Noon being at 12:00.

The other event at this time of the year is our Federal Annual General Meeting, which I will be attending in Sydney on April 8<sup>th</sup>. Next year the Federal AGM will be held in Perth/Fremantle and will coincide with our Congress which has been postponed by one year.

I look forward to seeing as many as possible of you, and your guests, this coming Wednesday.

Best Wishes  
Paul P  
Branch Master

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### Speaker:

**Phil Hoffmann, of Phil Hoffmann Travel, whose topic will be "How Phil started and developed his career"**

**The next Branch meeting will be held at the Largs Pier Hotel, 198 The Esplanade, Largs Bay, on Wednesday, 29th March 2017 at 1145 for 1200.**

**Please confirm your attendance at the lunch or register your apology before 1200 on Monday, 27th March 2017 with**

**David Holmes (0417 444 742), Ian Dickson (0418 807 788)  
or  
Paul Phillips (0407 779 209)**



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.

FLINDERS PORTS OPERATIONS, FACILITIES AND FUTURE PLANS.

Summary of a talk given by Carl Kavina on 22 February 2017 to the meeting of The Company of Master Mariners of Australia, South Australian Branch, at the Largs Pier Hotel.

Carl Kavina's talk covered Flinders Ports' structure, facilities and jurisdictions, issues stemming from changes in trade ships, and plans to meet future challenges.

Flinders Ports is a privately owned company, with 5 private shareholders, all of whom are, either directly or indirectly, Australian superannuation funds. The company acquired 7 ports from the South Australian Government in 2001, and assumed pilotage and vessel movement control of 3 more, all in South Australia. It owns 41 shipping berths, owns and operates the Adelaide Container Terminal and Flinders Logistics, whose business is stevedoring and logistics. In all, it employs about 600 people. It also owns the subsidiary businesses, Hydrosurvey and Flinders Spencer Gulf Marine Services.



South Australia's 10 ports are shown in the map (left), with the black labels indicating the ports owned by Flinders Ports and the red labels indicating the private ports controlled by Flinders Ports.

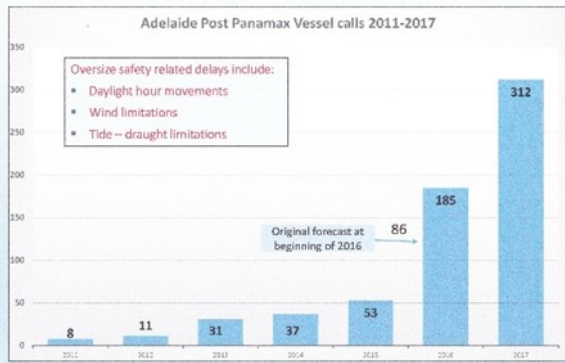
In 2016, approximately 24m tonnes of a wide variety of cargoes passed across all the South Australian berths, both inwards and outwards, with the following being the greatest, in approximate tonnages:

| Commodity  | Tonnage Millions | Remarks           |
|------------|------------------|-------------------|
| Grain      | 6                |                   |
| Containers | 5                | Imports & exports |
| Limestone  | 4                | Intra-state       |
| Petroleum  | 3                |                   |

Smaller, but significant, tonnages of other commodities handled include concentrates, mineral sand, gypsum, fertilizer, motor vehicles, copper, uranium oxide, and iron ore.



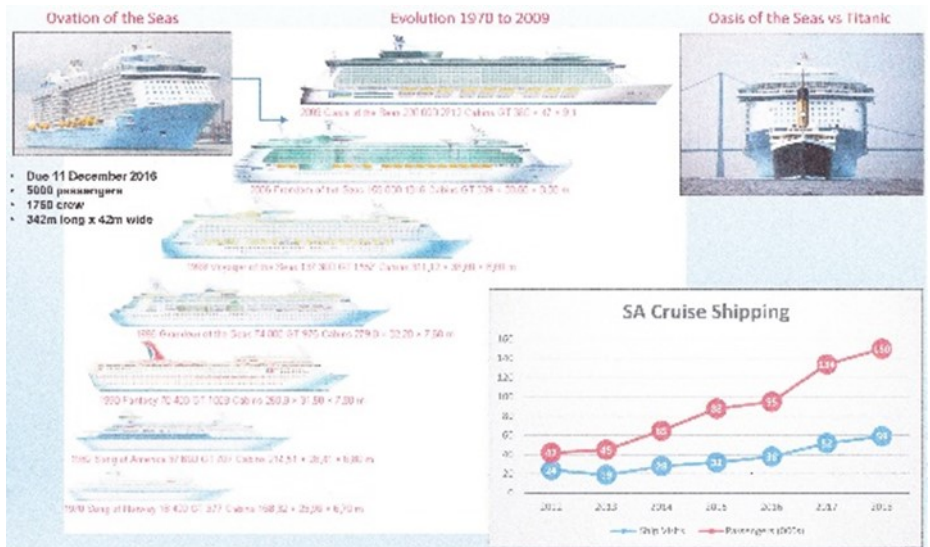
Ovation of the Seas 5,000 passengers



In 2007, the Essential Services Commission of South Australia commissioned Meyrick and Associates to conduct a benchmarking study to compare port charges in South Australia with those charged in other Australian ports. This proved to be very difficult because of the many differences between individual ports, their trades and their charging processes. The study found that, very generally, the South Australian charges could be considered to be about 16% higher than the other ports. Also, it was evident that the charges levied in Government owned interstate ports were lower by about the same amount, because of government subsidies. (for greater detail, refer to Meyrick and Associates' report "Benchmarking Port Prices in Australia", April 2007.)

Using the 2007 findings as a benchmark, the rate of increase in port charges in South Australia has been about half of the increase experienced elsewhere in Australia.

With two exceptions, all Flinders Ports facilities are considered to be suitable for current requirements. The two exceptions are due to the continuing trend in the rapidly increasing size of container and cruise ships, and iron ore carriers (see table), which require greater channel width or depth, or both. To accommodate the larger vessels in Port Adelaide, the channel will require widening



from 130m to 171m, and the swinging basin diameter increased from 505m to 525m.

Anticipating an increase in container traffic as a result of the trend in the increase of container vessels, the Container Terminal has instigated a 30-year growth plan envisaging a 5-fold increase in container through-put, at a capital expenditure of \$404m.

The possibility of increases in minerals exports has prompted the feasibility of increasing the number of export ports, resulting in the location of 5 possible new sites and the possible up-grading of 3 existing ports (see map).



Largest container vessel to date  
 MSC Ningbo Adelaide16/12/2016  
 L:300m B: 42.86 GRT: 83,133  
 7,849TEU 17 containers across deck

After concluding his very interesting and informative talk, Carl invited questions, which centred on the readiness of the whole organisation to deal with a major catastrophic event, as Branch members recalled their visit to the VTS (Vessel Tracking System) Centre, immediately before the September, 2016, storm and State wide black out. Carl's response was as interesting and informative as his talk, and revealed that there had been no total failures or serious incidents and the Organisation had retained full control at all times. However, some weaknesses had been

found in the communications system, which have now been fixed.

All the images accompanied the talk.

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## Model of Australia's new Antarctic icebreaker on public display

Australia's new Antarctic icebreaker is on public display for the first time at the Australian Wooden Boat Festival in Hobart.  
 (Photos: Eliza Grey)

10th February 2017

A model of Australia's new Antarctic icebreaker will be on public display for the first time at the Australian Wooden Boat Festival in Hobart.



att Earp, and will be a strong and durable vessel.

"It will have to navigate some of the world's stormiest seas and break through Antarctica's formidable sea ice barrier to resupply our four Antarctic and sub-Antarctic stations.



The one-metre-long model will sit alongside a model of the first Australian Antarctic Program vessel, the *Wyatt Earp*, in the Waterside Pavilion, Mawson Place, from 10–13 February.

Australian Antarctic Division Director, Dr Nick Gales, said it is really exciting to see a physical representation of the ship, next to the nation's pioneering Antarctic vessel.

"The new icebreaker represents an exciting new era in Australia's engagement in Antarctica and the Southern Ocean, so it's great for the public to be able to see what the ship will actually look like when it arrives in Hobart in mid-2020," Dr Gales said.

"The new ship will be over 156 metres long, nearly four times the length of the *Wy-*



"She will accommodate 116 expeditioners and will be equipped with an array of cutting edge scientific equipment including a moon pool, multi-beam bathymetric and scientific echo sounders, hydrophones and underwater cameras."

The Dutch company building the vessel, Damen Schelde Naval Shipbuilding, for prime contractor DMS Maritime, presented the model to the Australian Antarctic Division at a ceremony at the Pavilion today.

"The steel cutting for the new vessel is scheduled for the middle of the year, while the keel will be laid by the end of 2017.



A competition to name the new icebreaker will be open to Australian school children during second term this year.

The one metre long model alongside a model of the first Australian Antarctic Program vessel the *Wyatt Earp*.

The ship will accommodate 116 expeditioners.

The ship will be equipped with an array of cutting-edge scientific equipment including a moon pool, multi-beam bathymetric and scientific echo sounders, hydrophones and underwater cameras.

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## UFO Reported in Gulf of Mexico: OSV Engineer Says He Saw Large Craft Hovering Near Rig

March 24, 2017 by Mike Schuler

A crew member of an offshore supply vessel in the Gulf of Mexico claims he saw a UFO five times the size of his vessel, and UFO trackers are now looking for more witnesses to come forward with any information possibly related to the sighting.



Computer generated image

The UFO sighting reportedly occurred on Tuesday in the Gulf of Mexico, approximately 80 miles southeast of New Orleans.

The sighting was submitted to the National UFO Reporting Center, which apparently tracks UFO sightings and data, by the chief engineer of an OSV working the Gulf of Mexico on Thursday afternoon. According to the eyewitness report:

“Close to 7:00 pm on March 21st, just before dusk, I and 4 of the crew members aboard our vessel saw a craft that appeared to be five times our 240 ft vessel in length. My line of sight was about 1/4 mile from our vessel. There was a rig behind the craft about a 1/2 mile. I used this to help gauge size of craft. Sighting was approximately 80 miles SE of New Orleans, Louisiana.

“The scene lasted about 40 seconds. The craft rose up out of the water (Gulf of Mexico) about 40 feet, no water was dripping from the craft. Within a split second the craft disappeared at a 30 degree angle into the sky. Speed appeared to be faster than speed of a light turning on in a room. Within seconds it had disappeared completely.

“I can say for sure that the craft was dark colored, oval in shape and made no sound whatsoever.

“With as many rigs (2), there have to be more witnesses than just the four on our vessel.”

The NUFORC has even highlighted the sighting as being of particular interest among the 246 reports of UFOs received in March alone. And after speaking with the witness by phone, the NUFORC said the report seems legit and has urged more witnesses to come forward.

“We spoke via telephone with this witness, and he seemed to us to be unusually sober-minded,” NUFORC wrote in a note added to the original report. “We suspect that he is a very capable, and very reliable, witness. He estimates that upwards of perhaps 50 people, who were aboard nearby vessels, may have witnessed the event as well. We would urge those other witnesses to submit reports of what they had witnessed.”

So, did you see a UFO in the Gulf of Mexico earlier this week?

Source: *gCaptain*

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## Largest Iron Ore Shipment Departs Port Hedland, Australia

The largest shipment of iron ore has left Port Hedland on the vessel *HL Tubarao*. The Fortescue Metals Group loaded vessel departed the port on late Wednesday morning, 1 March 2017. The vessel loaded a total of 270,006 tonnes and departed at a record sailing draft of 19.95 metres. The largest single shipment beats the previous record set by the vessel *CSB Years* in April 2015 which loaded a total cargo of 264,858 tonnes. It also beats the previous maximum sailing draft of 19.67 metres set by the vessel *Abigail N* in February 2015.

Source: *Pillbara Ports*.

## Mars Needs Lawyers

Escaping Earth's gravity is way easier than escaping its international legal issues.

By Maggie Koerth-Baker

Published FEB. 24, 2017

The Liberian flag is easy to mistake for the U.S. flag. There's the red, white and blue. There's the stripes. The only difference is that the Liberian flag features one star in the upper left corner, instead of 50 — a legacy of the coastal West African country's origins as a U.S. colony.



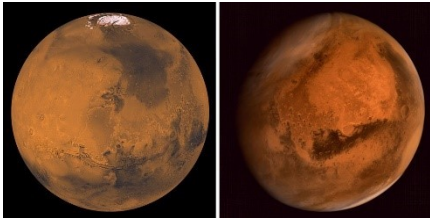
Illustration by Mike McQuade

Someday, maybe 10 years from now — or more likely hundreds — this could be the flag that flies above a geodesic dome, fluttering in the dusty red breeze of a Martian afternoon.

The treaties that govern space allow private individuals and corporations to travel the stars, but only with the licensure and legal backing of an earthbound government. It's similar that way to the laws of the sea. And today, on Earth's oceans, more than 11 percent of all the tons of freight shipped is carried on boats that fly the Liberian flag (in contrast, U.S.-registered ships carry just 0.7 percent of the freight tonnage). In exchange for lower taxes and looser regulations,

both the shipping companies of the present and the Martian explorers of tomorrow could pay to register their vessel with a small country they have no other connection with (Liberia earns more than \$20 million a year this way), and carry its flag (and laws) with them, wherever they go.

We may slip the surly bonds of Earth, but we will not escape the knots tied by Earth law and politics.



Left: A mosaic image of Mars made by NASA. Right: Mars, taken by the Mars Colour Camera onboard India's Mars Orbiter Spacecraft.

Nobody knows what the geopolitics of Mars might someday be like. The experts I spoke with took pains to point out that SpaceX founder Elon Musk's dream of humans on the Martian surface by the 2020s is a *tiny* bit of a stretch goal, so guessing about the laws they'll live under is even more tenuous. But the governance of space has always been affected by the governance of Earth. The Cold War between the United States and the Soviet Union, for instance, was the political driver behind the race for the moon and set the stage for the 1967 Treaty on Principles Governing the Activities of States in the Exploration and Use of Outer Space, including the Moon and Other Celestial Bodies — which is still our primary legal document outlining the rules for space.

But recent history suggests that the future could up-end a lot of our expectations. The history of space politics and space law was about superpowers and how they might interact in the heavens. The future of space politics, in contrast, could involve more global coalitions, more small countries wielding surprising levels of influence, and more of a presence for countries outside Europe and the U.S.

The path to this possible future began, as most things in space do, with the U.S. and Russia. "By far and away, the most important [moment in space geopolitics] has to do with what happened at the end of the Cold War, when the U.S. brought Russia aboard the space station," said W. Henry Lambright, professor of public administration, international affairs and political science at Syracuse University, and author of "Why Mars: NASA and the Politics of Space Exploration."

"That was an outgrowth of Reagan administration policy that regarded the International Space Station as a new way of flexing American muscle", said John Logsdon, founder of George Washington University's Space Policy Institute. Think of it like the transition from the grade-school playground sort of power to something more akin to the social cliques of high school. Instead of proving we were important by beating everybody else in a race, the ISS gave the United States the chance to prove it was important because it could create a club that other countries wanted to join.



The Japanese HTV-6 cargo craft in the grip of a Canadian Space Agency robotic arm after it was detached from the Harmony module of the International Space Station.

That multinational tree fort, and the decision to invite the Russians inside, really changed the balance of power in space, Lambright told me — but not necessarily in Americans' favor. The very creation of the ISS required multinational technology transfer negotiations that allowed the countries involved then-unprecedented access to and sharing of technology and research data. That was useful, and it brought the United States some benefits, Lambright said. But the ISS also created a new paradigm in which the U.S. *needed* to work with other countries in space, especially Russia, whom we now rely on to get to the ISS to begin with.

Today, other countries are beginning to take the lead in space science and crewed space projects; witness the rise of the European Space Agency. That organization was founded as the European Space Research Organization in 1964, but the frequency of its missions increased after 1990.

The benefit to this, from NASA's perspective: If you're not the one in charge of everything, then you don't have to pay for it all. And human missions to Mars are likely to intensify that trend. Musk estimates that it will cost \$10 billion to develop the rocketry needed to get to Mars. Life

support, food and logistics are all extra. In 1989, NASA estimated that the cost of a human Mars mission could reach \$400 billion — a number that effectively killed that plan. More recent reports suggest a wide range of possible costs, as low as \$6 billion for Mars One's one-way trip plan, or as high as \$100 billion, according to a 2014 review by an expert panel. (That \$100 billion is *much* cheaper than the 1989 proposal, which would have been equivalent to more than \$700 billion in 2014 dollars.)

It is, Lambright said, "something so expensive that nobody really contemplates doing it by themselves. Including Musk."

"Instead," he said, "getting there would require an international coalition of governments, private companies and foundations." Which means it's unlikely that the first human habitation on Mars will be an American ship, carrying a crew of Americans to plant an American flag in the dust. "Those days are over. And a lot of other countries — especially ones that weren't rich enough to carry out an independent space program in the 20th century — realize this," said Frans von der Dunk, professor of space law at the University of Nebraska-Lincoln. Nigeria's space program is involved in crafting international law, has launched several satellites and plans to put a human into space by 2030. India is launching satellites at a furious pace — 20 on a single rocket in June — and selling its launch services to other countries, including the United States. That country sent an orbiter to Mars in 2014 for 11 percent of what NASA spent to do roughly the same thing.

That has implications for the law. The 1967 treaty — known as the Outer Space Treaty, for short — was signed by 104 countries and was the document that helped humans create a space environment that's more "Star Trek" than "Star Wars" — but it primarily addresses individual, independent governments bumping into one another as they go about their separate business, according to von der Dunk and Joanne Gabrynowicz, a retired professor of space law at the University of Mississippi and the editor-in-chief emerita of the *Journal of Space Law*. The countries with space programs have all signed it, but the document still leaves ambiguity and unanswered questions when it comes to issues such as corporate spaceflight and multinational coalitions.

For instance, under the Outer Space Treaty, you can't just go around claiming Martian land for Spain. But a habitation pod built by Spain is Spanish territory, Gabrynowicz said. And in a place where humans have no choice but to live in a pod or die, planting your habitat on a patch of ground might be a way to claim that land in practical terms, even if you can't do so legally. Meanwhile, crew members retain their Earth citizenships and remain subject to the laws of their home nations, von der Dunk said.

So, what happens when you have an American, two Indians, a Russian and a Nigerian living in a pod that's owned by a private corporation under the authorization of Liberia? By whose laws are they all governed? What happens if the rules set by one country conflict with another's? Who benefits from the mineral rights? What if India decides it's OK for its citizens on Mars to secede and form their own Martian government before Liberia decides that's OK?

These issues are further complicated by the fact that they overlap with stated priorities of the current U.S. president in complex (and probably, at this point, unpredictable) ways. Space exploration is one of the science-related topics that came up most frequently during the president's campaign speeches, when he spoke highly of NASA and promised not to cut space funding, and he has bemoaned what he sees as the loss of American leadership in space. It's an easy extrapolation to imagine that sending NASA astronauts to Mars would be seen as making American spaceflight great again.

On the other hand, insiders have reported that the Trump administration has a deep interest in commercializing space, as well. And given that this president has already established a confusing and contentious perspective on other international collaborations, it's not clear that the administration would feel the same way about a NASA mission to Mars as it would about an international mission to Mars that included NASA. The Trump administration did not respond to a request for comment.

There are legal analogies that show the geopolitical questions of space *can* be answered — cruise ships sailing in international waters, for instance. But the real problem is political, Gabrynowicz said. There isn't yet broad international agreement on how ownership of something like extracted space resources should be allotted, so what answers we come up with will have less to do with lawyers, like her, and more to do with politicians, like Trump.

For instance, a limited number of satellites can orbit the Earth simultaneously. Put up too many, and you end up with an expensive game of celestial bumper cars. But some countries — Russia and the United States, in particular — had a big head start on gobbling up those slots. What do you do if you're Nigeria? Today, Gabrynowicz said, the international community has settled on a regulatory system that attempts to balance the needs of nations that can put an object into geostationary orbit first with the needs of those that aren't there yet but could be later. And even this compromise is still extremely controversial.

The same basic disagreement behind them will apply to Mars, too. And it's at issue right now in the U.S., as lawmakers try to figure out how best to implement the U.S. Commercial Space Launch Competitiveness Act — a bill signed by President Obama in November 2015. That law states that U.S. companies can own and sell space resources — including minerals and water. But the details of what this means in practice haven't been worked out yet, Gabrynowicz said. Legal experts say that those details will make the difference in terms of whether the law puts the U.S. in violation of the Outer Space Treaty.

This question of whether space should be an Old West-style gold rush or an equitably distributed public commons could have been settled decades ago, with the 1979 Moon Agreement (aka the Agreement Governing the Activities of States on the Moon and Other Celestial Bodies), which would have established space as part of the "common heritage of mankind." What this would have meant in practice is not totally clear. But at the time, opponents saw it as having the potential to ban all private enterprise and effectively turn the heavens into a United Nations dictatorship. It ended up being signed by a handful of countries, most of which have no space program. But it is international law, and if humans go to Mars, though, we'll likely end up debating this issue again.

"Here's what I've told my students for years," Gabrynowicz said. "Space is sexy. It's glitzy. It's about rocketry and satellites and all sorts of wonderful things. But the truth is, we must understand that leaving Earth will not solve human problems alone. Whatever our issues on Earth are, they're going with us, and we still have to address them."

Maggie Koerth-Baker is a senior science writer for FiveThirtyEight. @maggiekb1

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## Shipping slump: Why a vessel worth \$60m was sold as scrap

By Jamie Robertson Business reporter, BBC News

1 March 2017

In January 2010, the container ship *Hammonia Grenada* was delivered from a Chinese yard to its new owners, reportedly priced at about \$60m (about £37m at that time). Just seven years later - at the start of this year - it was sold for scrap. The price: an estimated \$5.5m (£4.4m today).



Image: Christian Rombouts and Marine

It's not the only vessel to suffer this fate. Last year container ships were sold at rock-bottom prices for scrap in record numbers. The simple reason is that there are too many ships for too little cargo.

The most dramatic casualty was South Korean group Hanjin, which collapsed last August weighed down by debts. The container shipping industry, and Hanjin in particular, has been spectacularly wrong about the financial crisis - twice.

There was not one but two waves of container ship ordering in 2010, and then again in 2013-14. Interest rates were low and money was cheap. The result - a massive oversupply of vessels.

"The attitude in the industry was when you were not making profits the best thing to do was to cut costs, and the best way to cut costs is to increase scale, buying bigger and more fuel-efficient ships," explains Rahul Kapoor, director at shipping consultancy Drewry Financial Research Services. "Before 2008 and 2009 the world had been growing consistently, and after 10 years of growth no-one in the shipping industry expected demand to shrink so fast. To start with they thought it was just a blip. But, in reality, it was structural, and they totally missed the structural problems."

### The Panama effect

And there was another reason to buy - and to buy big: the Panama Canal. Last year it got a serious upgrade. The old locks could take container ships up to only 5,000 TEU (Twenty-Foot Equivalent Unit, roughly one container). These are known as Panamax.

But the new locks, with gates weighing 700 tonnes or more, are designed to take so called Neo-Panamaxes. These are giants, equivalent to the width and length of three football pitches laid end to end, and can carry about 13,000 TEU. So cargoes from Asia to the American east coast ports can now take Neo-Panamaxes through the new canal - and ship owners can sell off their smaller Panamaxes.



Image copyright Getty Images Image caption The new lock gates on the Panama Canal weigh up to 700 tonnes and measure almost 30 metres high

That's why Panamaxes like the *Hammonia Grenada* are going cheap - in fact, they're going nowhere. If you want to charter one, according to research group Clarksons, it will cost you less than half of what it did a year ago.

Andrew Scorer of S&P Platts says: "You have a steady trickle of ships going to the scrap yard under the blowtorch, but you have these bigger TEU ships with bigger capacity, and they're going to be ruling the waves for now."

Meanwhile, ports are modernising to take the bigger cargoes. Baltimore, Charleston, Miami, New York and Savannah are all updating

facilities to accommodate the Neo-Panamaxes. For instance, the Port Authority of New York and New Jersey plans to spend \$2.7bn on enlarging its terminals and shipping lanes, and a further \$1.3bn to raise a bridge by 20 metres to get the monsters through.



Image copyright Getty Images Image caption Container ships may not be so relevant in an electronic world

But the fundamental problem of oversupply has not gone away. According to Clarksons, the global fleet of all types of commercial shipping is 50% larger than it was before the financial crisis. In contrast, the World Trade Organization says growth in global trade has been much smaller, creeping up from \$14.3 trillion in 2007 to \$16.7tn in 2015, an increase of just 15%.

It's not necessarily all doom and gloom. In fact, Drewry's latest Shipping Outlook suggests the market could actually be at a turning point. It believes the problem of too many ships for too little cargo is now set to improve, and forecasts global freight rates will increase by 12% this year after four years of decline. But the reality is that the

slowing in global trade may have more profound causes - not to do with shipping or economic growth, but to do with how and what we consume.

Last year, Mr Kapoor wrote a report for Drewry's using the example of his son's excitement at buying the Pokemon Go app and comparing his own habits 15 years earlier. While his son was happy to buy something electronic, back in Mr Kapoor's youth he would have bought something physical that may well have been shipped in a container from Asia. "In an increasingly knowledge based and services driven global economic expansion, the trade expansion is stagnating," he wrote. "The global manufacturing engines, world trade, credit driven GDP growth model is being increasingly challenged and world trade seems to be stuck in a time warp, barely growing."

Source: *gCaptain*.

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## Second bout of *mal de mer*

### Bill Greenwell

I must go down to Boots again for some Oral Salts and Kwells,  
 And maybe scopolamine patches, or packets of Bonine gels,  
 And ephedrine highs and a Sea Band, hard on the Nei-Kuan point,  
 And Dramamine, and ginger root, and even a big fat joint.  
 I must down to the quay again, to gaze at the crash of surf,  
 Though my face is bluey-green, the hue of a horribly mutant Smurf,  
 And all I ask is a millpond, while the mermaids linger,  
 Or the cool of Phenergan Rectal on the ship's doc's finger.  
 Must I down to the seas again where old wives give three cheers  
 With their apple-and-cracker remedies, and water behind the ears?  
 And all I ask is a steady bunk or a hammock averse to swing,  
 Or a call from the coastguard, cancelling the whole damn thing.

—oo00oo—

## The Good Old Days

From a Washington Post contest wherein participants were asked to tell the younger generation how much harder they had it "in the old days." Winners, runners-up, and honorable mentions are listed below.

### Second Runner-Up:

In my day, we couldn't afford shoes, so we went barefoot. In winter, we had to wrap our feet with barbed wire for traction.

### First Runner-Up:

In my day, we didn't have MTV or in-line skates, or any of that stuff. No, it was 45s and regular old metal-wheeled roller skates, and the 45s always skipped, so to get them to play right you'd weigh the needle down with something like quarters, which we never had because our allowances were way too small, so we'd use our skate keys instead and end up forgetting they were taped to the record player arm so that we couldn't adjust our skates, which didn't really matter because those crummy metal wheels would kill you if you hit a pebble anyway, and in those days roads had real pebbles on them, not like today.

And the winner:

In my day, we didn't have rocks. We had to go down to the creek and wash our clothes by beating them with our heads.

### Honorable Mentions:

In my day, we didn't have fancy health-food restaurants. Every day we ate lots of easily recognizable animal parts, along with potatoes.

In my day, we didn't have hand-held calculators. We had to do addition on our fingers. To subtract, we had to have some fingers amputated.

In my day, we didn't get that disembodied, slightly ticked-off voice saying 'Doors closing.' We got on the train, the doors closed, and if your hand was sticking out, it scraped along the tunnel all the way to the next station and it was a bloody stump at the end. But the base fare was only a dollar.

In my day, we didn't have water. We had to smash together our own hydrogen and oxygen atoms.

Kids today think the world revolves around them. In my day, the sun revolved around the world, and the world was perched on the back of a giant tortoise.

Back in my day, '60 Minutes' wasn't just a bunch of grey-haired, liberal 80-year-old guys. It was a bunch of grey-haired, liberal 60-year-old guys.

In my day, we didn't have virtual reality. If a one-eyed razorback barbarian warrior was chasing you with an axe, you just had to hope you could outrun him.

Back in my day, they hadn't invented electricity. We had to watch television by candlelight.

Source: *The Maritime Advocate*, Issue 684..

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

Branch Meeting at the Largs Pier Hotel, on 22 February 2017 at 1200.

Minutes

1. Opening & welcome to Branch members: The meeting opened at 1210 hours.
2. Members present: Paul Phillips (Branch Master), Edmund Carr, Ian Dickson, Walter Ferrao, Philip Hammond, Kevin Hales, Michael Hehir, Howard Pronk, Robert Westley & Anthony Wynne.  
Guest: Carl Kavina (guest speaker).
3. Apologies: Bob Buchanan, Michael Carrington, George Carter, Iain Fraser, Nada Ganesan, David Holmes, Hasitha Jayasuriya, David Kemp, Alan Lydell, Christopher Marshall, Sir Eric Neal, Mike Parsons, Roy Pearson, Peri Rajagopalan & Ragu Ratnathurai.
4. Minutes of last business meeting: 26 January 2017 (circulated in Porthole). E. Carr proposed that the minutes be accepted as a true and correct record of proceedings. Seconded by M. Hehir and carried.
5. Business arising from the minutes:
  - a) Speakers:
    - March: Phil Hoffman, Director, Phil Hoffman Travel.
    - April: David Holmes –Trading in East Africa with Southern Line.
    - May: To be advised (possible Flinders Port Adelaide Terminal Tour in lieu).
    - June: Bob Buchanan – Cruising the Norwegian fiords.
    - Suggestions: Astrophysics specialist - Antarctic IceCube Project.  
Capt Phillips offered to give a talk after his visit to Uzbekistan.
  - b) Visits: SA Health and Medical Research Institute.  
Flinders Adelaide Container Terminal on 31 May 2017 at 09:30.

6. Treasurer's Report:

|                              |          |  |          |
|------------------------------|----------|--|----------|
| Westpac Balance at 18/01/17. | 936.13   | Bendigo Bank Deposit Balance at 18/01/17.      | 1,474.96 |
| Income Jones Subs, Raj meal. | 118.00   | Interest                                       | 0.00     |
| Expenditure                  | 0.00     | Bendigo Bank Deposit Balance at 15/02/17       | 1,474.96 |
| Balance at 15/02/17          | 1,054.13 | Bendigo Bank Term Deposit at 15/02/17          | 7,371.81 |
|                              |          | Re-invested for 24 months from 1/08/16 @ 2.80% |          |

I Dickson proposed that the Treasurer's report be accepted. Seconded by R. Westley and carried.

7. Membership:

Applications:

| Applicant            | Status sought | Branch            | Master's Certificate |          |              | Occupation/ Position   |
|----------------------|---------------|-------------------|----------------------|----------|--------------|--|
|                      |               |                   | No.                  | Date     | Place        |  |
| David Anthony BOWDEN | Associate     | Western Australia |                      |          |              | Very involved with the <i>Duyfken</i> and a "marine tragic". His father is past member Capt. Derek Bowden. |
| Rajeev PUNNEN        | Ordinary      | Western Australia | CoC                  | 15.08.05 | South-ampton | Operations Superintendent with Shell, involved in the LNG industry.  |

Ratifications: Nil.

Branch Members:

| Category                                    | Number    |              | Total     |
|---|-----------|--------------|-----------|
|   | Financial | Un-financial |           |
| Members                                     | 2         | 2            | 4         |
| Seagoing members (incl. tug crews & pilots) | 1         | 2            | 3         |
| Retired members                             | 6         | 13           | 19        |
| Associate member                            | <u>1</u>  | <u>2</u>     | <u>3</u>  |
| Total paying members                        | 10        | 19           | 29        |
| Honorary members                            | <u>4</u>  | <u>0</u>     | <u>4</u>  |
| Total Levied Members                        | <u>14</u> | <u>19</u>    | <u>33</u> |
| Life Members                                |           |              | <u>1</u>  |
| Total Branch Membership                     |           |              | <u>34</u> |

8. Correspondence: 14/01/17 to 10/02/17 (**Summary tabled**).
9. Federal Matters: The Branch Master reported that the Branch Court had considered and agreed to a request from the Federal Treasurer for all Branches to make an advance on the Levy in May, which will remove the need for funds to be withdrawn from the Federal ING account. The South Australian contribution will be \$2,380.00
10. General Business:
- a) Articles for Master Mariner - Always required.
  - b) Kevin Hales reported the death of Kevin Pallant, aged 70, long-time manager of Adelaide Steamship's Port Pirie office.
  - c) Eddie Carr that the flag poles at the Prisoners of War Memorial in Ballarat includes the Red Ensign alongside the ensigns of the Army, Navy and Air Force.  
Eddie also mentioned that he would be attending the centenary service in New Zealand commemorating the sinking of the *Otaki* on 10 March 1917 by the German Auxiliary Cruiser *Moewe*. Another commemoration will be held on the same date at Aberdeen, Scotland, the birth place of Captain Archibald Bissett-Smith, the Master of *Otaki*.
  - d) Philip Hammond advised that PS *Mayflower*, built at Moama, NSW, in 1884, is commencing regular sailings at Mannum on Mondays, Tuesdays and Wednesdays.
11. **The next Branch Meeting will be held at 1145 for 1200 on Wednesday 29 March 2017 at the Largs Pier Hotel, Largs Bay. The guest speaker will be Phil Hoffman, Director, Phil Hoffman Travel, who will talk about his experiences.**
12. Branch meeting closed at 12:35. hrs.

After lunch, Carl Kavina gave a most interesting and informative talk about Flinders Ports' administrative structure, operations and plans, greater coverage of which may be found in the March issue of the Porthole.

After a number of questions, provoked by Carl's talk, the Branch Master proposed a vote of thanks, which was carried by acclamation.