

News of the BSN company, its ships and staff, its history and *histoires*, of ships and sealing wax, nautical natters, maritime miscellanies and swinging of lanterns

FROM THE EDITOR...

We arrive at the end of 2012 with some good recollections of the year past, sad memories of a few friends who have recently left us (Peter Farrell, Barney Leason, Barrie Sanderson and Bill Power's good lady wife amongst others) and a sense of anticipation of events to come. We have enjoyed meeting people old and new, and searching for items that could be interest the "...calling BI" readership.

This issue will be the last for a few weeks as we are heading off to the beautiful land of India, north and south. We hope to be back with you in February.

This issue is much the same fare as usual, with thanks going to our various contributors, including David Mitchell for his article on the background to the *Waipara* photograph that we carried in our last issue. John Prescott and David Hammond are also to be thanked for their efforts throughout the year. Your Editor owes them a huge beer or ten.

We even carry our first 'ad', but beware, all is not what it seems! The odd bit of whimsy, a few rants and ironic asides complete the issue.

We extend season's greetings to all readers and trust that we have at least amused and entertained you over the last year. Time now to break out the cooking sherry for the office party and to find out just what our Tracey said to the postboy that made him blush so!

Happy Christmas and a very good New Year!



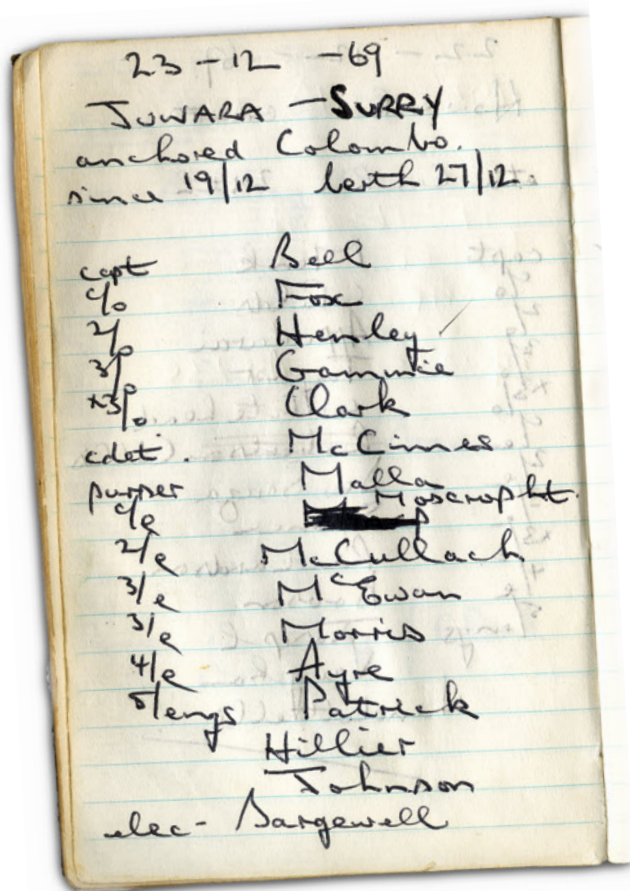
FROM THE DAYS

We have here a happy band of Christmas revellers from the *Karanja* in 1960. Memories are a little hazy after the passage of time (we are sure that has nothing to do with the contents of the glass containers of the bar!), but we want to identify all of them. Reading left to right, unknown (perhaps 4th Engineer), Chief Electrician Joe Atkins, 5th Engineer Rab Collington, 5th Engineer (Malkie?), 2nd Engineer Ken Smith, 3rd Engineer Hector ?, and 2nd Electrician Frank Ayers.

Can you give us any details on the picture? Where were the Deck Officers? Who found the silly hats? The world is waiting...



FROM THE LITTLE BLACK BOOK....



We again have to thank the ever-diligent David 'Scouse' Hammond for yet another suitably festive crew list. It looks as though they were lucky enough to celebrate suitably whilst still at anchor, something your Editor managed to do only once in Singapore, with very pleasant memories.

FROM THE DISCO....

Readers must have been on Mars or without grandchildren or without TV not to have heard of the latest modern dance routine, Gangnam Style. It seems to have pervaded all aspects of modern life, including a group of otherwise sane British Olympians dancing to it for the Children in Need Charity in Britain. But now it is beginning to infect the marine fraternity. Courtesy of Countryman and McDaniel's latest Cargo Letter we noticed how the Royal Thai Navy, Third Naval Area Command, based in Phuket, dances Gangnam-Style. The craze comes from Korea and is notable for its sense of self-mockery and irony, which are qualities not always found in local popular music. Or the Navy.

<http://www.youtube.com/watch?v=FHx4nF7jJzI>

Who's up for a BI version?!

FROM THE STORM FRONT....

We are indebted to reader Nigel Hastings for the following report from USA Today: Disney Cruise Line says its newest ship, the 4,000-passenger *Disney Fantasy*, sustained minor damage as a result of rough seas churned by the recent Hurricane Sandy. Videos have surfaced of the ship rocking and rolling off Port Canaveral late Friday.

See: <http://www.youtube.com/watch?v=V2JV3j6AEpc> The video was recorded by a Tennessee optometrist, identified as tneyedoc2020, who said the images, which include a pool overflowing and furniture moving, did not do justice to what passengers experienced that night. Also watchable is:

<http://www.youtube.com/watch?v=bk8WYPj89LM&feature=relmfu>.

But Disney is downplaying the incident. Spokeswoman Rebecca Peddie said the damage involved only some "cracked windows and broken furniture that have been addressed." Meanwhile, a call at Castaway Cay by sister ship *Disney Dream* was postponed a day so that crews could clear away debris left by the storm. The private Bahamas island is Disney's most popular port of call.

Your Editor continues to be at a loss why people venture onto these things in the first place.



FROM THE COMPETITIONS DEPT....

Testing out their own peculiar version of the Big Bang Theory are Mike Ledger and Harold Holmes. The setting for this scientific investigation is, of course, Gibraltar. Congrats to the (few) readers with correct answers). We're sure that Our Girl Friday will eventually be sending out prizes.



FROM THE ARCHIVES....

Readers may recall the future of the *Waipara* under tow that we ran in our last issue. The un-official BI archivist, David Mitchell, sets out the circumstances and life of the ship.

Not all BI ships were newbuild to the company account. *Waipara* was laid down as the *Port Jackson* for the Anglo-Australian Steam Navigation Co. (to become Port Line on 23 January 1914) and bought prior to completion by BI on 11 March 1904. The acquisition arose directly from the termination of the Torres Mail contract in 1895 after completion of the railway up the Queensland coast. This UK to Brisbane service had been the world's longest mail run. After 1895 frozen meat back to the UK and emigrant trades along the Queensland coast were being undertaken by chartered or other unsuitable ships and *Waipara's* acquisition redressed this deficiency, leaving London on her maiden voyage on 26 June 1904.

She had more than her fair share of mishaps starting with a grounding in June 1906 at Moreton Bay, another grounding on 25 August 1909 north of Moreton Bay and running aground on Hannibal Island in the Great Barrier Reef on 23 May 1914.



Cadets were first employed by BI in 1906 with postings across the fleet, a not very satisfactory arrangement for training. So in 1916 (why in wartime nobody knows) *Berbera* (1908-1917) was fitted out to take 25 cadets. Her sinking on 25 March 1917 to a torpedo attack by U64 with the loss of three cadets lead to *Waipara* taking over the role, now with 32 cadets. Attacked by U46 on 23 July 1917, *Waipara* escaped undamaged, but her luck ran out on 4 August 1918 when U71 torpedoed her sixteen miles south of Dunnose Head in the English Channel and she was abandoned; one cadet died in the attack .

Volunteers, including seven cadets reboarded the stricken ship and with assistance she was beached off Netley before repairs at Middlesbrough allowed training to continue in May 1919 with 36 cadets. The postcard in issue 34 shows *Waipara* in tow of HMS P32, a twin screw turbine driven U-boat hunter built in 1916 by Harkness of Middlesbrough.

Her training role only continued for a short time before *Wangaratta* (1919-1929) and *Woodarra* (1919-1929) accommodating 39 cadets each took over for the next decade.

As if all the above adventures were not enough to have in a lifetime, *Waipara* ran aground in the Thames between RAD and Gravesend in January 1912 and just to complete things, on the same trip grounded at Port Alma, Queensland. Homeward bound she stood by the Union Castle steamer *Saxon*, on fire off Sierra Leone.

She was eventually sold to Dutch breakers on 28 August 1923.

Your Editor offers thanks that his own time was relatively mundane by comparison.



FROM NEPTUNE'S KINGDOM....



Last month we offered you a little quiz from the fertile mind of Julian Stockwin. Like your Editor, most of our readers who replied are too rooted in the sound of Doxfords thumping their way across the oceans than the slapping of canvas against the southern Trades. Anyway, here are the answers:

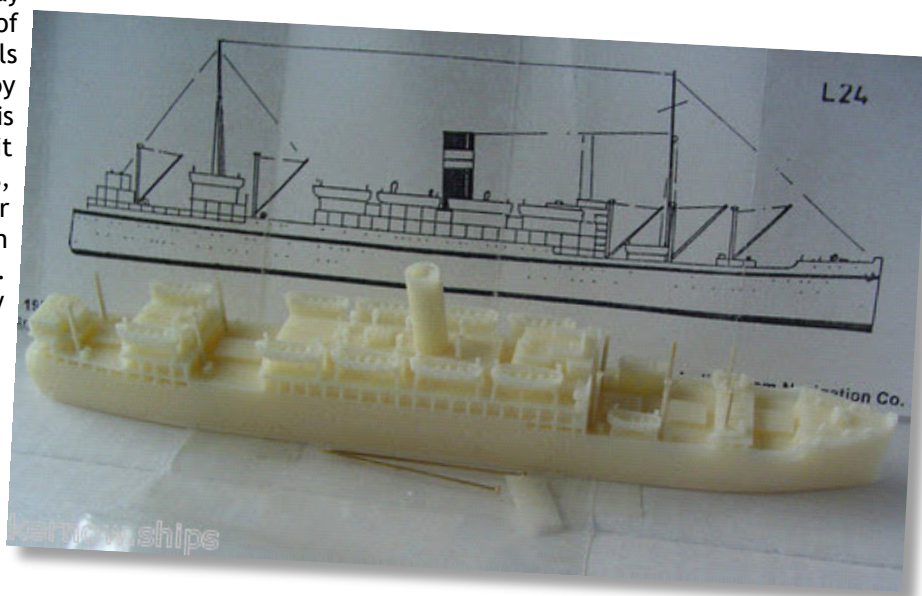
- Which famous mariners adopted this motto: "Sic Parva Magna"?
A. Francis Drake. The motto means: "Great achievements from small things."
- What day do mariners, to this day, go to great lengths to avoid sailing on?
A. Friday. In the words of the old saying: "Friday sail, Friday fail."
- Where was Magellan killed?
A. In the Philippines. He became embroiled in a dispute with local tribes and met his death at the hands of the native chieftain Lapu Lapu.
- Who was "Old Grogram" - and what is his claim to fame?
A. This was the nickname of Admiral Vernon because of the boat cloak he wore made out of that material. In 1740 ordered the rum ration diluted 1:4 and thereafter the drink was called grog.
- What was called "The Shippe Swallower"?
A. This was Chaucer writing about the Goodwin Sands, off the coast of the town of Deal in Kent. More than 2000 ships have been wrecked there.
- Who was the English navigator whose life story inspired the character of John Blackthorne in James Clavell's "Shogun"?
A. William Adams. He was one of the most influential foreigners during Japan's first period of opening to the West.
- In January 1804 the Royal Navy took possession of a rock and declared it a warship. Can you name it, and its location.
A. Diamond Rock, off the island of Martinique in the Caribbean.
- Which pirate city was swallowed by the sea in 1692?
A. Port Royal, in Jamaica. It was devastated by a massive earthquake on 7 June, followed by an enormous tidal wave.
- Who won The Great Tea Race of 1866?
A. It was a nail-biting event from start to finish but "Taeping" took the honours by a whisker over "Ariel". The captains shared the prize.
- Which year became known as "The Year of Victories"?
A. 1759. Among other achievements - Admiral Boscawen bested the French off the coast of Portugal, Quebec was captured and Hawke achieved a decisive victory at Quiberon Bay.

How did you do? Let us know!

FROM THE MODEL-MAKERS....

This little item was spotted on Ebay recently: One of Len Jordan's range of crisply cast and highly detailed resin models in 1:1200 scale made in England as a kit by Alan Hodder (No. LJ L24). The model is 4.8in (12.1cm) long, new with box. The kit comes with scale drawing, masts, crosstrees and details of the colour scheme. The derricks can be made from brass wire, not supplied with the model. Not quite up to the Napoleonic scrimshaw standards, but it has a certain charm.

It was the subject of no less than 11 bids, eventually selling for £18.66. If the winner is a reader of "...calling BI", perhaps they could get in touch.



FROM THE WINDS OF CHANGE....

If the world's shipping fleet were a country, it would be the world's sixth leading emitter of greenhouse gases. To reduce those emissions, cargo ship designers are again turning to the oldest source of power of all, the wind.

The new vessels, mainly still on drawing boards or in prototype, look nothing like the graceful schooners and galleons of centuries past.



Earlier this year, for example, the University of Tokyo unveiled a model of its UT Wind Challenger at the Sea Japan trade show. It has nine masts, each 50 metres tall, with five rigid sails made of aluminium and fibre-reinforced plastic; the sails are hollow, designed to telescope into one another in rough weather or at anchor. Then there is the

100-metre, 3,000-tonne cargo carrier being designed

by B9 Shipping (pronounced benign), part of the B9 Energy Group in

Northern Ireland. Its three masts rise 55 metres, as tall as a 14-story building. Powered by a combination of wind and a Rolls-Royce biogas engine, it is intended to operate with no fossil fuels. A model of the B9 ship was tested last month at the University of Southampton in England. "The tests were promising," said Diane Gilpin, a founder-director of B9 Shipping. "They validated the economic case for deploying a B9 ship on certain trading routes." It would cost \$45 million and take three years to build a full-size ship.

Several factors are driving efforts like these. Effective this month, ships in North American waters are required to burn low-sulphur oil, which costs 60 per cent more than bunker fuel. The United Nations' International Maritime Organisation is also phasing in restrictions on greenhouse-gas emissions by commercial ships. Meanwhile, the price of bunker fuel, which accounts for most of a vessel's operating cost, has been rising steeply – 600 per cent over the last 10 years. Wind, of course, is cost- and emission-free. But none of the designs under consideration would replace a ship's engine, only supplement it. Nor is wind power practical for large vessels like container ships, which sail faster than 15 knots and need their deck space for cargo. But it is well suited for smaller, slower-moving ships, those in the 3000-to-10,000-tonne range. Such ships account for 10,000 vessels, one-fifth of the world's total cargo ships, and are an essential link in the global supply chain. Still, wind-powered technology faces a steep development curve before the industry will be ready to embrace it.

"There are a number of projects looking at the use of wind as a power source for shipping. Whether these will prove to be successful business ventures remains a question." Wind is one of a number of technological fixes under consideration to lower costs and emissions. They include replacing bunker fuel with liquid natural gas; streamlining hull designs; adding exhaust scrubbers; or just steaming more slowly.

All of these ideas face economic obstacles. Ship owners don't necessarily pay for their ship's fuel; the charterer does.

So there is little incentive to make an energy-saving investment if the owner does not benefit financially. Moreover, most sectors of the shipping industry are losing money, so it is not an ideal time to introduce new technologies. "The industry is quite conservative," said Roger Strevens, vice president for environment at the shipping company Wallenius Wilhelmsen Logistics. About wind power, he added, "There are a mix of significant technical, operational and economic hurdles to overcome."

Or as Richard Pemberton, a marine technology expert at Southampton, put it, "The shipping industry will adopt whichever technology allows them to make a profit." One company that is well past the design stage is SkySails. Founded in 2001 in Hamburg, Germany, it has been selling automated towing kite systems for cargo ships for several years.

Resembling a giant paraglider, SkySails' 1066-square-metre kite is launched from a ship's bow, pulling it forward when the wind is right. The company says that depending on wind conditions, fuel consumption can be reduced 10 to 35 per cent. SkySails has installed its giant kites on six ships, and Cargill, the world's largest charterer of dry bulk carriers, has announced plans to install the latest SkySails technology this year on its ship *Aghia Maina*.

But wind technology for modern cargo ships goes back at least a quarter of a century. In 1986 Captain D C Anderson of Earth Ship Limited fitted the *Carib Alba*, a 3,500-tonne grain carrier with an auxiliary wind-propulsion system called Comsail. "On a perfect day," he recalled, it "saved an astonishing 35 per cent of fuel." Source: The Age.



FROM THE SOCIAL WHIRL....

A smallish but goodly crowd of BIERs met on 7th December at their favourite pub the Thatchers Arms to ease their way into the Christmas festivities. Present were Tom Allard, Tony Boddy, Lyndon & Rita Johnson, Peter Motion, Alan Myers, Wendy & John Prescott, Bill and Anne Rigby and Mike Wheeler. The assembled company raised a glass to a stalwart of these occasions, Barrie Sanderson, who sadly passed away a short time ago.



This year's meeting for those readers near the English northwestern region is scheduled for Thursday 3rd Jan. weather permitting at the usual venue - The Royal Oak in Appleby from 12 noon onwards. All are welcome.

For those who have not been before The Royal Oak is here,

<http://www.royaloakappleby.co.uk/location.html>

On its web site you can see that they got the award for best tenanted leased pub 2012 in the Great British pub awards. - we have chosen well - and its food and accommodation are highly recommended. So if you feel the need to get away from it for a while after the Christmas/New Year festivities you couldn't do much better.

There is a regular train service on the Settle-Carlisle line. Your Editor just regrets that the departure time for his winter break (being spent in India this year) coincides exactly with this happy event, so apologies to all. Perhaps you could email [Tony Hamnett](#) just to let him know that you are going.

FROM THE MUSEUM....

Our fellow group company, P&O, has played a significant role in Australia's maritime and immigration history since it established the first regular mail service from the UK in 1852. This helped to end Australia's isolation and supported the flow of mail, cargo and passengers between the UK and Australia.

To mark P&O's anniversary in 2012, a selection of posters, photographs and ephemera are displayed from the Australian National Maritime Museum's P&O collection. They showcase a company that has sailed through war and peace, the rise and decline of the British Empire, the era of mass migration and the advent of air travel, to remain one of the world's iconic shipping brands.

The exhibition runs until 3rd March 2013.



FROM THE REUNIONS (contd)....

We thank the excellent newsletter from www.Maasmondmaritime.com for this picture from Capt. Lawrence Dalli of www.maltashipphotos.com of the 2012 built Maltese flag cruise liner *Celebrity Reflection* entering Grand Harbour, Malta on her maiden call.



It looks like someone else shares your Editor's total antipathy to these modern monstrosities.

FROM THE BIG BIG WORLD OF SHIPPING....

To carry on this theme, Maasmond Maritime has also sent us this link to another aspect of the "but is it a ship?" debate.

http://www.youtube.com/watch?v=IEtJOKDvUfY&feature=player_embedded



FROM THE WORLD OF SCHADENFREUDE....

Wubbo Ockels, the first Dutch civilian in space, and seven crew members were stranded on board his yacht *Ecolution* seven miles off the UK coast. The vessel, heading for the Caribbean, had lost its sails and engine power.

The RNLI crew had to contend with choppy seas and strong winds during the three and a half hour operation to tow the 80-tonne vessel into harbour. No-one was hurt and the crew is understood to have spent the night on board in Newhaven harbour before arranging repairs.

Paul Legendre, the Newhaven coxswain who led the operation, said his crew of seven volunteers had launched the lifeboat within five minutes of the alarm being raised, but it took half an hour to attach a tow line. "The sails had been blown out, so they had no sails, and the fuel was contaminated with water, so they had no engines," he said. "But it was still travelling at about four knots because it is so big and was being blown by the wind. So we had to travel alongside it at the same speed to attach the line."

Mr Legendre added: "There was no immediate danger to any of the crew, but it was one of the bigger jobs we have had to do." *Ecolution*, a 26m twin-masted schooner, is owned by Dr Ockels, a physicist and astronaut who flew on the Challenger space shuttle on a Spacelab mission.

The schooner is designed to generate its own energy, enabling people to remain on board for long periods without having to put in to harbour. Source : BBC



FROM THE TRAINING CAMP...

Those of us who trained on BI's cadet ships became used to having some hairy jobs, strange ports of call and the like. But they probably didn't have to face what the modern cadet training schedule has to offer.



Forty maritime cadets have set sail from Cape Town on an intrepid journey that will include sailing the icy waters of Antarctica. Deputy Transport Minister Sindi Chikunga and others stood at Jetty 2 in the harbour to bid farewell to the cadets on board the SA Dedicated Training Vessel, formerly known as the SA *Agulhas*. The ship used to transport polar supplies until it retired in April to make way for a more modern vessel, SA *Agulhas II*. It was transferred from the Environmental Affairs department to the SA Maritime Safety Authority (Samsa) for training purposes.

The vessel will stop in Namibia, Ghana, and Cote D' Ivoire, to pick up a further batch of least 10 cadets. It will then dock at Canary Wharf in London to pick up scientists and supplies for the Antarctica mission before returning to Cape Town. It will set sail for Antarctica in January 2013 to drop off the scientists in preparation for the first-ever winter crossing of the continent on foot, described as "the coldest journey on Earth". The research topic is suitably described as "extreme weather conditions of the Antarctic".

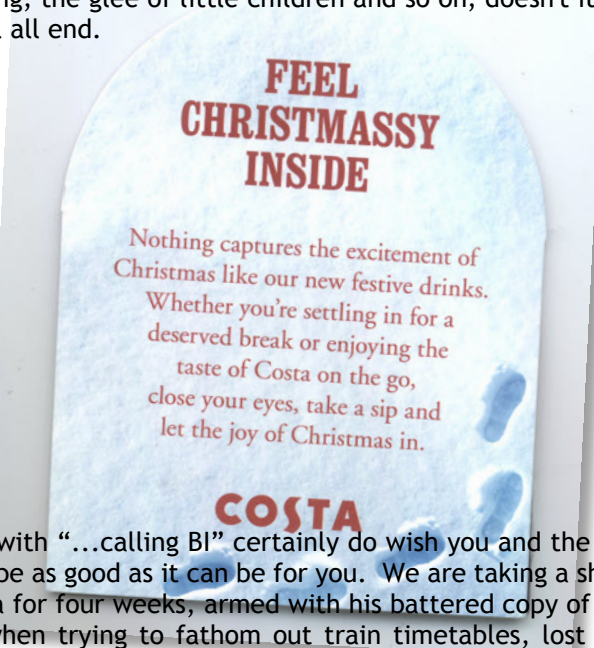


The cadets on board are maritime studies graduates of the Durban and Cape Town Universities of Technology. At least a year's training at sea is compulsory for those wishing to move up the ranks. Samsa CEO Tsietsi Mokhele said the training formed part of the maritime skills development programme. The goal was to increase the number of qualified officers from 120 a year to between 1 200 and 1 600 officers a year, he said.

The Minister said the goal was to position South Africa as an alternative source of seafarers. "The voyage itself allows us to train our cadets who need to be able to navigate the world's waters, as well as the speciality of navigating the icy waters of Antarctica; a very rare opportunity, even to seasoned seafarers."

FROM THE SPIRIT OF CHRISTMAS....

Your Editor has often been accused of 'not entering into' the joy of Christmas. He felt vindicated when he came across this ad for coffee, no less. That first sentence sure summons up the feeling of peace and goodwill, the sacred message, the joy of giving, the glee of little children and so on, doesn't it? Somewhat a little overblown, methinks. We wonder where it will all end.



But all of us associated with "...calling BI" certainly do wish you and the ones you hold dear the very best of times and trust that 2013 will be as good as it can be for you. We are taking a short break now whilst Memsahib and Editor go traipsing around India for four weeks, armed with his battered copy of "The Malim Sahib's Hindustani", which no doubt come in useful when trying to fathom out train timetables, lost luggage and requesting medical attention. We are really looking forward to it and no doubt will have lots of stories to tell on our return in February. Enjoy!

