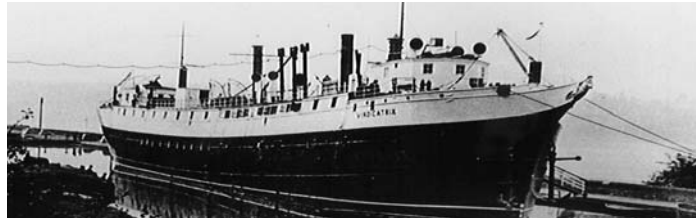


T.S. VINDICATRIX ASSOCIATION NSW-ACT

A part of the world wide Vindi family



Yet though her splendour may have ceased to be she played her sovereign part in making me. -John Masfield

Branch newsletter Dec 2006 number 54

THE 2006 DOWNUNDER VINDI REUNION UMINA NSW OCTOBER 27-29.

***** What a Party!! *****



Bill Gould's (V1939) cutting of the 'Vindi' cake at the Sunday afternoon BBQ signalled the final hour of a very successful reunion.

Everyone of the 110 people attending had a great time, the whole event was imbued with a feeling and a spirit of friendliness, mateship and good cheer. Many came early to Umina and each lunch & dinner time became 'party' time from Wednesday dinner on.

The local natives were at first amazed & amused and later admiring of our spirit of camaraderie and our building big tables out of many small ones. The venue/s were just great, the staff and people of the town just couldn't do enough for us.

Editor Terry Hales Tel 02 4237 5736 email kiamavindi@dodo.com.au
Branch website www.vindicatrix-originalnswact.org

GOOD THINGS TO COME

2

THE big event of year is almost upon us—
Our Vindi Christmas Party.
Last year was just Great

This year Mick & Mike the dynamic duo say its going to be **EVEN BETTER.**

WHEN—Saturday the 9th. Dec. start at 1100—food served at 1200 remember last years massive Ham—it was delicious—bring a 'cold' doggy bag as last year we only ate half of it!

Open Till bar for drinks—beer, wine & soft drinks.

Until the money is spent—amount based on numbers attending.

(Note branch money used for this is entirely monies raised from raffles.

The subscription monies are all spent on Newsletters/postage/etc.)

Where— The Pymont Bridge Hotel (Pub)—Top Floor.

Location just at the western end of Pymont Bridge next to the maritime Museum.

Getting there—Couldn't be easier; from Central take the Tram to the Casino walk out of the Casino station and you are looking at the pub.

From the city CBD Take the Monorail to Darling harbour the Pub is just across the road from the Monorail station.

Driving; Park at the Casino right next door. \$17/24hours.

Bring with you—a \$5 present to go in Santa's bag—your money and a smile!

The branch will purchase a major raffle prize **donations** sought for other raffle prizes.

BE THERE "THE MORE THE MERRIER"

COST -\$25/person—you can bring a friend or more if you wish—all welcome.

Bookings ASAP now please to

Mick Wilkinson 8/16 Wyadra Ave. Harbord, NSW 2096 02 99053161

VINDI SUMMER PICNIC DAYS

NORTHERN AREA PICNIC

February 11-2007

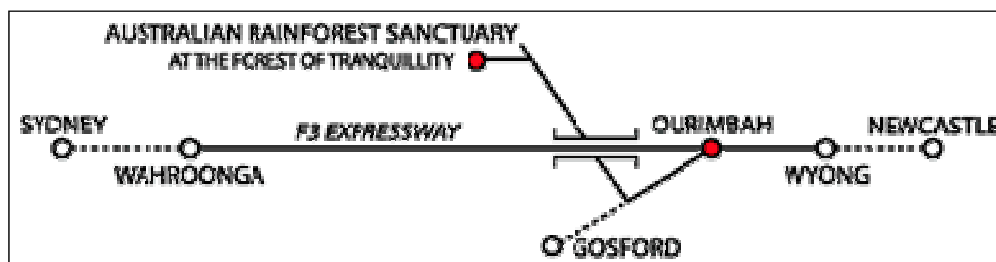
At the Beautiful 'FOREST OF TRANQUILLITY'

1100 till about 3pm

Last years tranquillity picnic was very popular hope to see you all there again.

BYO Food & Drink

Location 4.1 km down Ourimbah Creek Road, Ourimbah. Just 1 hour from Sydney.



NEXT BRANCH MEETING

At the Pymont Bridge Hotel (Monty's)

Saturday 13 January 2007

Start 1100

Branch Business followed by Lunch & Good fellowship.

Three Chinese guys, Fu, Bu & Chu decide to emigrate to America and change their names to something more American sounding, so:

Bu chose Buck, Chu chose Chuck, Fu.... stayed in China!

TERRY'S BIG BIRTHDAY BASH & SOUTHERN AREA PICNIC

Saturday & Sunday - 10th & 11th march 2007

Stay the weekend and roll the two into one!

March of next year I will reach my 70th. Birthday (hopefully) and you are invited to the **PARTY!**

No presents allowed just bring me a smile.

The venue will be the caravan park at Beautiful South Coast Gerringong.

Bring the family along it's a lovely spot, on the beach, rock pools & a Bowling Club right next door, what more could a man or woman want!

The usual styles of cabins & chalets are available or you can pitch a tent or park your caravan.
(I have tents to lend.)

The party will start at 5pm - to give you time to get there and settle down.

The food—a BBQ - will be provided—just BYO drinks

All you have to do is book your accommodation at the park.

There will be a cast of thousands. Music & Dancing (mainly me)

Having A good time will be compulsory. **Questions will be asked!**



To book contact Werri beach Holiday Park on
Free call 1800 655 819
Email werri@kiama.net
<http://www.kiama.net/holiday/werri/default.htm>

Mention my name, I will ask for a discount if we get enough happy campers!

And we can get sites/cabins close together.

Don't forget I can get some tents to lend.

You can travel by train to Gerringong just let me know so that I can pick you up at the station.

SUNDAY 11 MARCH

Is the Southern Area Vindi Picnic day -

Everyone invited even City Slickers & Northerners!

This years Picnic will be at the

PORT KEMBLA SEAFARERS MISSION.

THE FLYING ANGEL TO YOU OLD SEA DOGS

Starting at 11am with a tour of the Port in the Mission's 24 seater bus + cars if needed.

(The extent of the Port Tour will depend on new security restrictions due to be put in place early next year)

FOLLOWED BY Lunch at the Mission -

Sandwiches – cake-tea-coffee.

Will be provided –about \$5 ea,

Beer & Soft drinks can be bought at the mission.
You will be able to show off all the skills you learnt at playing Ping pong and snooker at missions around the world.

The address is Darcy Rd. Port Kembla.

MY MOBILE NUMBER 0407375738 if you get lost.

NOTE- Maureen & I will be organising the food for both these days we need to know who is coming.

So please let us know at

02 4237 5736

As soon as you can please.



THE STRANGE CASE OF THE MISSING TUG

A QUICK SYNOPSIS: The Tug 'Jupiter 6' left Walvis Bay in South Africa on the 9th of Aug 2005 towing an old 16000 ton ship to be scrapped in India, on the 5th Sep she sent a position signal, nothing more was heard from her. Having a tonnage of only 299 Tonnes and a length of 32 metres she was on the small side for ocean towing, her small size exempted her from SOLAS (safety of life at sea) regulations.

Sometime later a ship came across her 'tow' drifting serenely along all alone with the broken towline attached to the anchor cables hanging down into the water, some 250 miles south of Port Elizabeth.

A tug was sent from SA to hold the ship until another (cheaper one I suspect) arrived from India to resume the tow to the breakers.

A month later the EPIRB belonging to 'Jupiter 6' was activated in the same position as the 5Sept radio message a search was mounted nothing found.

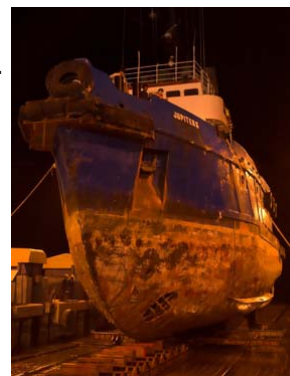
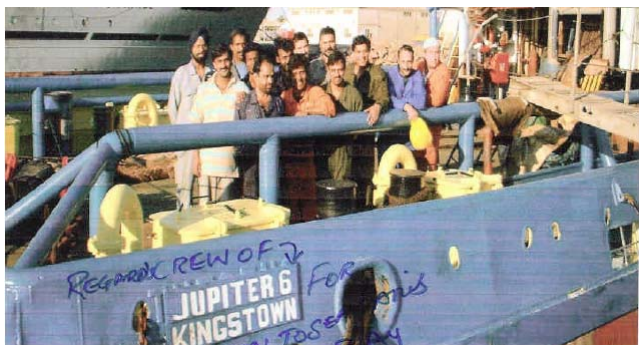
No news or information was forthcoming from the 'Jupiter 6' owners, They didn't announce the ship was 'late; for a month! To date I haven't seen on the internet any offer of compensation or anything by the owners to the relatives.

The Indian bureaucracy famous for its lethargy did nothing to investigate the missing ship.

It took a High Court decision acting on a petition made by the wife of one of the missing crew to order the Indian authorities to start an investigation.

Early this month an Indian shipmaster reported that the missing crew were in a Portuguese prison, but investigations by the Indian embassy there found these Indian seamen to be from another ship being held on smuggling charges.

below— photos of the Jupiter 6 crew of 3 Ukrainians & 10 Indians on the afterdeck just prior to leaving Walvis Bay, Photo by the Missions to Seafarers and the ship she was towing the Bulker "Ithomi"



Right A night time picture of the Jupiter 6 in dry dock in Walvis Bay. Below some reports from various agencies re the case of the Jupiter 6.

The trip

The JUPITER 6 left Cuba in November 2004 towing the 16 000 ton "ITHOMI" The tow called at Port of Spain, Trinidad, left 6 January 2005 and reached Fortaleza in Brazil on 18 March 2005. (76 days! Bet they had the channels)

The tow made an average speed of 0.7 knots, not taking into account the stop due to engine or other breakdown. There is also a strong current in the opposite direction north this part of the coast of South America, but almost no strong winds.

After a short call, the tug left Fortaleza on 19 March and reached Walvis Bay in Namibia three and a half months later, on 1 July 2005.

The average speed during this crossing of the South Atlantic was 1.3 knots. Engine problems can be assumed as it went to dry dock for extensive repairs on arrival at Walvis Bay.

The tug left Walvis Bay on 9 August 2005 and sent its last position on 5 September 2005: 35.52 S 23.26 E with it's final destination the shipbreaking yard of Alang near Bhavnagar in the Indian state of Gujarat.

On 7 September a large low centred on the Orange Free state provoked heavy thunderstorms. A satellite picture shows that the associated troughs could have brought high wind from NE then NW in the area where the tug was sailing on 6 September.

The suggestions that the JUPITER 6 could have been the victim of a pirate attack are ridiculous. These were never reported off South Africa, and the bad weather itself would discourage piracy. But it is well known that freak waves associated with a depression frequently occurs near the edge of the Agulhas bank.

In a letter from the 'Indian Seafarers Help Line' to Indian MPs the organisation said that at any given time there are 40,000 Indian officers and 70,000 Indian seamen at sea and that it was high time for the government to safeguard their interests and those of the next of kin.

The Merchant Shipping Act of India makes it mandatory for the office of the Director-General of Shipping as well as the owners to inform the seamen's employment office and next of kin about death or disability within 48 hours.

THE 2006 DOWNUNDER IN PICS Wed to Friday lunch.



Lots of people arrived in Umina early and from Wed lunch, every lunch & Dinner at the club was party time!

The natives were quite amazed then admiring of our Camaraderie and table building skills

In The Pics above
(Only those facing camera or easy to see)



Top left Photo L-R -Jim Quinn QLD, Mick Kingcott VIC, (standing) Colin Rodgers UK, Mrs Pat Joughlin QLD, yours truly Terry Hales.

Top right pic, - L-R -Maureen Hales- Doug Amor Wa, -Tony Harben Wa- Pauline Rodgers UK- Betty Gregory NZ, Mike Sargeant UK (Supping Pint)



Left -Wilko (AKA) Mick Wilkinson NSW- Peter Bearman NSW-
Right L-R Betty Gregory NZ-Linda Bearman- Kim & Gordi Cohen QLD-Colin-Maureen- Pauline Rodgers - Arthur Gregory NZ



left-The Kiwis & the Poms went on a shopping expedition to the Hornsby Mall-L-R Pauline Rodgers UK-Betty Gregory NZ-Barbara Sergeant-UK- Colin Rodgers- Mike Sergeant-Arthur Gregory.

Right The 'Thinkers' sorting named table seating cards..



FRIDAY NIGHT AWARDING THE VOMs (Vindi Order of Merit)



Left Fed Joughlin for keeping the QLD Vindi mob under control at numerous reunions. And for Extracting the Most Michael in Vindi history, receives his VOM & an illuminated toy microphone.

Right Mick Wilkinson receives his VOM & a toy beaver for beavering away for us. Presented by Mike & Debbie Siegle.



Right-A VOM and a Quill Pen & Ink were presented to David Partridge for his outstanding contribution to Vindi & MN people world wide with his poetry.

Left - Presenting Pauline & Colin Rodgers UK with a VOM for being the most travelled A&NZ reunion visitors . This was their Fourth Downunder Reunion!!!



SATURDAY *the* "BIG DAY"



Saturday -The coach crew 57 'Happy Campers' - centre Ron & Marion Casey in the big jaws. Far right Gordi Cohen sharing a Toilet seat with the Redbacks—At the Reptile Park



Left - Looking down in the Mouth are L-R Mick Surfiefield-Bill Robinson-Winston Kay-Tony Iles-Brian Too good. **Right, The Welsh Cafe** Coffee Cake & Games morning in the Umina Park



The Boules Championship –Above centre Tom & Gloria Hodgson NSW Left Verne & Eunice Evans SA-Right Peter Bearman shooing the cricketers offa our Turf



Championship winners George & Betty Hutchings from SA



Saturday Night Dinner Dance

Left The only good photo I got of the 'Beaut Banner" Standing below it looking happy are Dave, Pauline & Colin. The international code flags made by peter Bearman—say **VINDI BOYS**

SATURDAY NIGHT DINNER DANCE



IT WAS GREAT TO SEE Tony & Alison Maynard with them is Marion Casey, (with camera) all nsw. **Right** John & Mary Paulling Looking Good. And courting couple Peter hand & Leah NSW



Left Alex & Kathy Dilworth, Alex made the DVD shown Friday night, Linda & Peter Bearman **Right** more Courting couples Mick Wilkinson & Norma. Rob the QLD Vindi president & his lovely wife Pam.



Left Mike & Barbara Sergeant UK, Standing Roger Wilson QLD- Catherine Quinn qld the life & soul of the Party!! **Right** L-R Lyn Kingcott- Fred & Pat Joughlin Richard Brown NSW.



Left Anne & Tony Iles the SA Vindi President.- Dave partridge NSW **Below** Tom & Gloria Hodgson NSW



Above - (Nearest) Brinn Hansell who made the big funnel models and Marion Casey who did the lovely paintings for the raffle.



Left
L-R Terry Vardy- Marlene & Bill Robinson- Debbie & Mike Siegle NSW- Linda SmithNZ- **Right** leading the singing of the Vindi song That Colin wrote & Bill King put to music on a CD



Left Our only ACT Reps Ron & Pat Kerr. **Right** The boys only table L-R Len Nicholls SA- Les Reed nsw- Brian Toogood SA Chalky White WA- Chris Chambers NSW- Bill Gould QLD



Richard & Barbara Brown NSW-Joan & Jim Finn NSW-Sam & Vera Gregory NSW -Rosetta & John Butler NSW & John Mears the 2 Johns were on the Vindi together in 1941



Some people could Really dance! Below the 'Charge of the Heavy Brigade'



Above left-The 'Conga Line' snakes around the room ably led by Catherine Quinn- **Above right** Amanda & Len Britton **Left** Harry & Veronica Zwart (UK) 'shake' it all around. **Centre** Graham & Linda Smith NZ





Left
 Shirley Kay SA
 Jacqui King
 Bill King NSW
 Winston Kay SA



Above looking Prim & Proper-Chalky White-Doug Amor WA-Chris Chambers NSW –Bill Gould QLD



Left
 The Star of The Show Tommy Cooper

 AKA Dave Partridge



The 'Vindettes' (Workers) Debbie Siegle-Jacqui King-Maureen Hales-Linda Bearman-Gloria Hodgson



Above "In the barn for the Sunday arvo BBQ"
 Top left Margeret & Barry Akers NSW-left, Mike Sergeant UK looking replete-Arthur & Betty Gregory NZ they had a 'Ball'
 Centre 'The Barn" - right The brothers Nicholls Les & Jack SA, they really enjoyed themselves.
Below 'Finale' Auld Lang Syne





Above Malcom (*How he spelt it*) Mclean.

THE MAN WHO CHANGED THE WORLD

Malcom Mclean: A big statement but in this case, true! April of this year saw the **50th anniversary** of his first shipment of cargo in the standardised shipping containers that we all know today

His ideas about how to send goods by Sea & Land in the same container revolutionised the movement of goods around the world.

Containers made Globalisation possible, now, just about everything anyone in this world uses has been in one. Some 90% of all manufactured & processed goods spend some time in a shipping container moving from somewhere to somewhere on this planet.

Malcom who died at the age of 87 in May 2001 was a farmer's son from North Carolina. He started working early, selling eggs for his mother. Later he bought a truck and worked for years as an owner driver. By 1940 he had thirty of them. In 1955 he sold McLean Trucking and its 1776 trucks for six million dollars. Not bad money for a farmer's boy. But not world changing either.

That would come next.

McLean took his money and bought the Pan Atlantic Tanker Company, which owned a fleet of mostly rusting oil tankers. He renamed the company Sea-Land and started the experiments he needed to do to implement an idea he'd had almost twenty years before in 1937 when he was still driving one of his trucks. When delivering to the docks he had to wait as everyone did, for up to a whole day to get unloaded. He watched the process, every crate every sack on every truck had to be manhandled by the stevedores. Stacked in a net or sling and hoisted into the hold of the ship, were more stevedores did exactly the same work but in reverse order!

The method was, and is, called "break-bulk" shipping.

It was slow. It was labour intensive in the extreme.

And there were lots of accidents and pilferage.

He had had the idea of putting goods into a standard sized container that could be transferred between different modes of transport (intermodal) *ie* ship/train/truck without having to handle each bag, crate, sack or packing case separately during transfer for ship to shore.

A simple idea, but like many simple ideas, not that easy to make it work.

Early experiments included loading the whole truck trailer onto the ship,

what we now call 'Roll-on Roll off' or Ro-Ro - it soon became obvious early that the wheels were just wasting space. Some years passed before he could turn his ideas into a workable system.

The new ideas also sparked trouble and problems with the Waterfront & Trucking trade unions.



Finally there came the day that the 'earth moved' for shipping. It was 26 April 1956. McLean had taken an old tanker, the "Ideal X" and strengthened her decks to handle the 58 containers.

"Ideal X" left Port Newark and headed down the East Coast of the US, and around Florida to Houston. That was the beginning. The first transatlantic shipment would wait until 1966, but the revolution was underway –**Below –the :Ideal X**" with the deck built over the tank deck, is she a T2 ?



The "Ideal IX" Continued carrying cargoes of bulk liquids & containers until she was scrapped in 1965

THE MAN WHO CHANGED THE WORL D...CONTINUED

That first container voyage of the "Ideal X" with the containers and a bulk liquid cargo in the tanks from Newark to Houston raised interest in the shipping world but didn't 'shake' it.

What did 'shake' it soon after was McLean's calculation that loading/unloading a ship the conventional way cost US\$5.83 a ton, whereas loading the "Ideal X" cost US\$0.16 a ton!

With shipowners convinced, the next battle was with Port authorities' as this revolution like most revolutions had sentenced the "old" to death. It signalled the beginning of the end of all the old ports built mainly in the Victorian era. Another obstacle was US government regulations over transport, the whole industry had to be virtually de-regulated by congress to allow the free trade of goods between states.

Oakland, California was one of the first cities to invest in the newly designed 'Container' Port facility, Matson the famous American shipping line embraced containers and their very first container shipment was on August 31 1958, when the 'Hawaiian Merchant' sailed for Hawaii.

Photos below of the very first Matson Line container being loaded, it contained 'Gerber' baby foods.

'Hawaiian merchant' on the first trans pacific container shipment 1958



McLean's 'SeaLand' Corporation soon became a major shipping line. In less than fifteen years, McLean had built it into the largest cargo-shipping business in the world.

To achieve the dramatic reductions in labour and dock servicing time, McLean was vigilant about standardization.

His efforts resulted in standardized container designs that were awarded patent protection. Believing that standardization was also the path to overall industry growth, McLean chose to make his patents available by issuing a royalty-free lease to the Industrial Organization for Standardization (ISO).⁸

The move toward greater standardization helped broaden the possibilities for intermodal transportation.

By the end of the 1960s, McLean's SeaLand Industries had twenty-seven thousand containers, thirty-six container ships, and access to over thirty port cities.

SeaLand was an attractive acquisition candidate, and in 1969, R.J. Reynolds purchased the company for \$160 million. In 1999 Sealand was bought by AP Moller-Maersk who later bought P&O's box boats creating the worlds biggest cargo ship company.

The start of the American involvement in Vietnam boosted container use, the US government at a loss how to supply a modern army fighting a war thousands of miles away appealed to the US shipowners.

McLean convinced them to switch to containers, winning a US\$70 million order, the filling of which turned the US military into containers biggest supporter!

Malcom Mclean wasn't the first person to think of carry goods in a container, some railways had used the idea from early steam days. The first vessels purpose-built to carry containers began operation in Denmark in 1951.

Ships began carrying containers between Seattle and Alaska in 1951.

The world's first truly intermodal container system purpose-built container ship was the "Clifford J. Rodgers" built in Montreal in 1955 and owned by the White Pass & Yukon Rail Line.

On its first trip she carried 600 7'X8'x8' containers between North Vancouver, British Columbia and Skagway, Alaska on November 26, 1955; in Skagway, the containers were unloaded to purpose-built rail cars for transport north to the Yukon, in the first intermodal service using trucks, ships and rail cars.

This first intermodal system operated from November 1955 for many years.

The difference Mclean made, he was able to put together with his ideas, inventions, his drive and skill in handling politicians, regulators, shippers & trade unions a fully standardised system that worked with great efficiency and once his system was established across the USA, pure economics alone sent it around the world.

As always all good things come to an end

So did the "UMINA 2006 DOWNUNDER VINDI REUNION"

And so did the Vindi Cake!

The NSW Vindi has had some upsetting times in our recent past but this very successful hosting of this reunion has really done us good.

We are now looking to the future with more confidence and are eager to get on with what we like doing best, meeting greeting and enjoying the company of other Vindi people.

We thank everyone for coming and helping to make it 'special' like it was.

Our commiserations to the two couples who had to cancel for health reasons, see you next time.



Many of us are looking forward to the 2007 "Downunder" in Fremantle.

I know several have booked and others hoping to soon.

The 2008 "Downunder" Were & When? Gentle discussions are going on, but no hosting offers as yet.

OUR WEBSITE— www.vindicatrix-originalnswact.org

Now that the 2006 reunion is past tense and I have this newsletter just about finished I hope to put some serious time into the website, to rejuvenate it.

Finding items of interest for the site, I use the internet mainly to search for items to use on the web site.

I welcome items, articles, photos, some input from you especially on the pages that are there for your input, Vindi photos, stories of your time at sea, book reviews etc.

I have received some items from a couple of our members this year but unfortunately they were newspaper clippings or other printed matter, they are good, but it means I have to re type them into my computer, and this year especially I just haven't had time to type the couple of thousands of words to use these items. If you can send me something I would prefer it to come as an email attachment then it is only a matter of copy/edit & publish, easy! Photos received by letter are OK

(This doesn't mean I don't want anymore newspaper cuttings I do, as some times I can look up the 'subject' on the internet and Plagiarise it!!)

SLOP CHEST

We have for sale

Great looking Polo Shirts with the Vindi Badge on them, in all sizes. \$25ea.

Silk embroidered NSW/ACT Vindi Blazer Badges \$20

Cap badge replicas- just the GSS badges left now \$10

All items plus postage.