



Probud Club of Pittwater

Newsletter – November 2019

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President's Message

Gentlemen,

My sincere thanks to Vice President Paul and to the committee. It is a tribute to the strength of our committee and our club that it's business as usual as many of us travel.

A joy of travel is the unexpected. Our recent journey took us from the major eastern cities of Canada, cruising to New York, onto Bermuda and the Caribbean and home via Chicago and Hong Kong. A few observations.

Niagara Falls – an impressive body of water, but really a triumph of marketing over substance. Try Iguazu! Niagara on the Lake a delightful village.

Quebec City – an amazing presence of European history, architecture and culture on the North American mainland. Enjoyable from every aspect.

Saguenay – never heard of it? Neither had we. A community servicing industries supported by Quebec's enormous hydro power – mainly Alcoa and aluminium production. The unexpected? A stage production called *La Fabuleuse – histoire d'un royaume* (history of a kingdom) in a 3,000-seat theatre with a stage large enough to accommodate a 7-horse cavalry, 4 vintage vehicles, 30 other assorted animals, simulated floods, fires and earthquakes, featuring 150 actors and running for 31 years. All of the actors are amateurs - local residents – and up to 3 generations of the same family. An amazing community project!



Chicago – my perception was probably formed from watching too much prohibition-era TV, but an amazing city of outstanding architecture, community facility (Millennium Park) and engineering achievements. Jay Pritzker Pavilion (outdoor theatre) is a fine example (see photo).

Hong Kong – must admit to being a little uneasy about a 2-day stopover here, but business as usual. Airport security increased and some graffiti

on Nathan Road were the only outward signs during our stay. Other guests over the weekend complained of eye irritation from tear gas in the air, despite being on surrounding islands. Current problems are obviously having a very adverse impact on the economy – quite a problem for the Chinese to resolve.

The joy of travel!

.... John Porter

October Speaker's Corner

Peter Nash "China - Then and Now"

Peter Nash talked about the introduction of Quality Assurance into China in the 1990s and his part in helping establish a new approach to quality manufacturing. The first quality assurance facility in China was established by Moody International in a joint venture with the China I/E Inspection Co-operation in 1991/92 in the city of Xi'an and from that time the many Q A organisations have transformed manufacturing in that country.



Quality assurance managers play a crucial role in business by ensuring that products meet certain thresholds of acceptability. They plan, direct or coordinate quality assurance programs and formulate quality control policies. They also work to improve an organisation's efficiency and profitability by reducing waste.

The Communist Party came to power under the leadership of Mao Zedong. He died in 1976 and was followed by Deng Xiaoping, a Chinese politician who was the paramount leader of the People's Republic

of China from 1978 until his retirement in 1992. After Chairman Mao Zedong's death in 1976, Deng led China through far-reaching market-economy reforms and has been called the "Architect of Modern China". During this period Deng Xiaoping sent 250 students around the world to study for up to 10 years and bring back the results to improve China. Until then most goods from China were of poor quality.

As China became more industrialised the quality of goods improved. Today, China is Asia's major manufacturing powerhouse and a prime sourcing destination for brands and retailers worldwide. Globally, "made in China" is no longer always synonymous with poor quality, but effective quality control mechanisms remain a priority for any business looking to secure their supply chain.

Peter mentioned places he had visited like Jiangsu, home to many of the world's leading exporters of electronic equipment, chemicals and textiles. It has also been China's largest recipient of foreign direct investment since 2006. Shaanxi is a north-western Chinese province whose ancient capital, Xi'an, was a starting point for the Silk Road.

.... Warwick Dalzell

November 2019 Speaker

Merv Rosen *"History of the Sydney Ferries"*



Merv Rosen returns to the Probus lectern. This time to talk about the history of Sydney Ferries.

Sydney's ferry system has been the harbour lifeblood since the 1800s and now has more than 15 million individual passenger journeys each year.

Enjoy a 'reminiscence' trip on an old Sydney ferry as best described by Merv.

November 5 Minute Speaker

Bryan Inch *"Christmas Must Wait"*

Club Secretary and former Qantas Captain, Bryan Inch, will talk about an unexpected diversion he had to make from New York to Washington in 2002 and why Christmas Must Wait. To hear the full story make sure you attend the November Probus Meeting.



December 2019 Speaker

John Porter *"President's Pick"*



Ever been hoisted from a ship's deck up into a helicopter in a raging storm? If not, this is the time to hear what it is like from someone who has.

Club President, John Porter and his wife, Jan, were among many that were rescued from the Cruise Ship "Viking Sky" in March this year. John will describe the frightening conditions on board and the dramatic rescue of passengers by helicopter.

Captain James Attrill

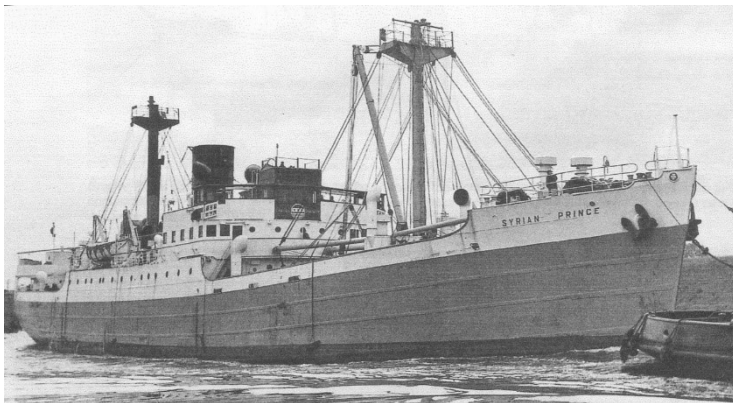
In the first of the series on the outstanding careers of Pittwater Probus Members, we focus on Jim Attrill's 46 years at sea, from his early days as Cadet up to Captain of super-tankers:



In 1957 I started as a Deck Cadet in general cargo ships, a classification which has long since disappeared. General cargo was merchandise shipped in crates, cartons, bags, bales and any other packaging you could imagine. The ships rarely exceeded 10,000 tons capacity and they looked like ships. Most had 5 or more separate cargo holds serviced by masts and derricks. The holds had a lower chamber and one or more tween-decks above. On occasion bulk produce like grain or coal was poured into the lower holds, secured, and then general cargo was stowed in the tween-decks.

As a cadet we only got leave when the ship returned to the UK and the Chief Officer thought he could manage without us. When I joined Jardine's in Hong Kong in 1960 the standard home leave was a promise of 8 month leave after 4 years; this was whittled down to 6 months after 3 years. In those days the ships spent considerably more time in port so there was often time to go ashore but money was the problem as I started on £8-13s-4d a month. Communications with home were conducted exclusively by letter, often with a considerable lag, although I do remember receiving a letter in Japan that had been posted in the UK only 36 hours before, but it only happened the once!

When I went to work on Australian ships in 1968, we were entitled to 3 weeks annual leave plus time off in lieu of weekends at sea. This amounted to about 3 months off after 6 months away. Over the years in successive award negotiations we ended up in 2003 on



My first ship: "Syrian Prince"

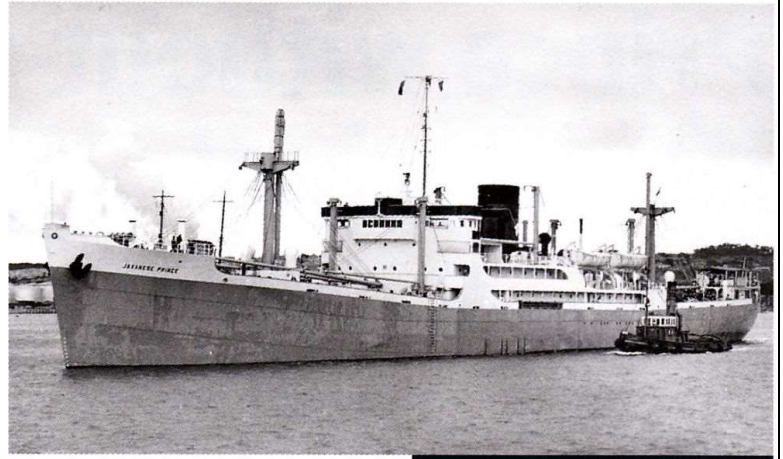
equal time, 10 weeks at work and 10 weeks at home.

Communications were still fairly basic but if you had enough 20 cent coins you could wait in the queue for the public phone. By the end of the century we had email and the price of satellite calls reduced from \$15 per minute to \$2 so it was possible to be in daily contact with home.

In the later part of the 1960s containerisation became all the rage with general cargo consignments packed into the now familiar shipping container. The Scandinavians and some of us traditionalists favoured palletisation and unitisation whereby individual bags, cartons and bales were strapped together and loaded and stowed by fork-lift. However, the US got behind containers in a big way and in spite of losing very many containers in the first several years of operation, container ships gradually took over.

By this time, I had married and settled in Sydney and went to work for BHP Transport which had a fleet of mostly bulk-carriers servicing BHP's steelworks, mines and customers throughout Australia and NZ. The bulk carriers grew from 12,000 tons to 230,000 tonnes capacity between the 1960s and 1980s. They also had several steel-carriers which took steel products from Port Kembla and Newcastle to Victoria, SA and WA and NZ and occasionally to Philippines, Hong Kong and Japan.

In the late 1980s, BHP became involved in the Northwest Shelf LNG project, operating 4 125,000 tonne Moss-Rosenberg LNG tankers, the ones with huge spherical tanks that extend 20+ metres above the hull. I was appointed Master on the second of these in 1990. (see photo of the "Northwest Snipe" below) and spent the next 14 years until my retirement delivering Liquid Natural Gas, (Methane at -160°C) from Dampier, WA, to any of 10 ports in Japan. One cargo was said to keep the Ginza in Tokyo alight for a day.



My second ship: "Javanese Prince"

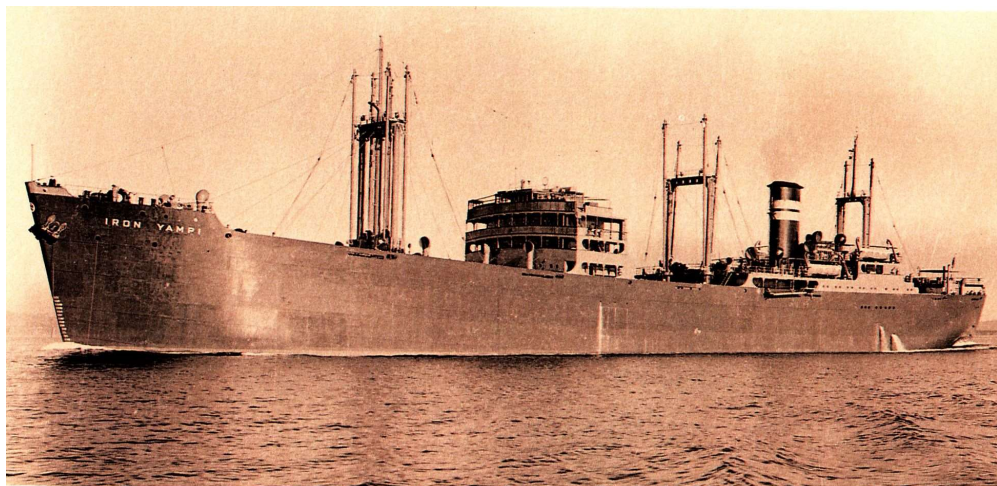
A selection of the 42 ships that I sailed on:



"Eastern Queen"



"Tasmania Star"



"Iron Yampi"



"Iron Baron"



BHP Iron Ore Port Hedland – “Iron Spencer”



Woodside North West Shelf – “Northwest Snipe”.

.... Jim Attrill

You are invited to the Pittwater Probus ...

2019 Christmas Lunch

- *Date and time: Tuesday 17th Dec, 12 noon*
- *Wives and partners welcome*
- *Venue: Mona Vale Golf Club*
- *Welcome drink (wine, beer, soft) at bar*
- *Two courses (main and dessert), each by alternative drop*
- *Bottle of red wine and white wine per table*
- *Tea and coffee*
- *Cost: \$50 per head, inclusive of above menu and Lucky Door Prize*
- *Last registration and payment at the November Probus Meeting*
- *Payment method: Cash, or cheque made out to Probus Club of Pittwater.*
- *Please hand payment to Club Secretary, Bryan Inch,*



Washed Out!



The weather gods were not kind to us again. Our planned relaxing day cruising around the beautiful waters of Pittwater followed by lunch at Club Palm Beach had to be cancelled due to the heavy downpours on the day.

Although this was disappointing, the good news was that Sydney received long awaited rain which was very welcome.

Do not worry, a new date will be set early in the New Year and once more the blue waters of Pittwater will beckon us.



BBQ

Blue skies are the order of the day for Wednesday 13th November 2019 for that's the day of the next Pittwater Probus BBQ.

Make sure you join in the fun at the Spring BBQ at Flying Fox Park, Winnererremy Bay, Mona Vale. Commencing at 5 00 pm. Partners most welcome. \$5.00 per head to cover food costs. Bring your own refreshments.



Probus Photo Page



Trevor, it's in the way you hold the knife!

Our website now has a page to view photographs of interest to our members. Photos can be downloaded for your personal use.
probus.pittwater.org.au/photo-gallery/

Members photo contributions are welcome by sending them to Michael Mannington at
probus@pittwater.org.au

Probus Golf



"I'm sorry for doubting you. I guess I can shop by myself."

We had six keen players on a fresh Spring day. The winner of the Trophy plus 2 golf balls was Graham Morley (handicap adjustment has been made!) Runner up, Geoff Richards, one golf ball.

Come along next Friday 15th November at Palm Beach Golf Course.

Hit off time at 10 am followed by lunch at Club Palmy.

Join the Group for Good Company, Good Views and perhaps Good Golf.

.... Graham Morley, Golf Convener

www.probus.pittwater.org.au

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Minutes of Pittwater Probus Inc.

Meeting	8 th October. Commenced at 10 00 am. Meeting opened by Vice President Paul Mascall. 48 members and 13 apologies.
Inductions	None.
Minutes	Minutes of the September 2019 meeting were published in the October Newsletter. Taken as read. Mvd. Bryan Pritchard, 2 nd Geoff Sheppard, carried.
Correspondence	Resignation of David Goodman.
Treasurer's Report	Presented by David Varley. Balance at 1/9/2019, \$4,875.60 Receipts: Subs. \$120.00. Morning Tea \$176.05. Badge \$20.00. Total \$316.05. Payments: Morning Teas \$120.00, Admin. \$25.91, Badge \$19.00. Total \$164.91. Balance at 30/9/2019, \$5,026.74. Mvd. John Owens, 2 nd Warwick Dalzell, carried.
Birthdays	Phillip Schofield, Alan Bolton, Mike Hedge, Ken Plumb, Leon Cremer, John Henkel, Brian Kennedy, Ed Koeppen.
Welfare & New Members Report	Geoff Sheppard reported good to see Peter Squires back.
Activities	Pittwater Cruise 17 th September 11 am postponed due to bad weather. BBQ Flying Fox Park 13 th Oct. 5 00 pm.
Functions	Christmas Lunch 17 th December. Trivia night planned for February 2020.
Newsletter	A bit more Gaelic from Warwick Dalzell.
Golf	John Harston won the September trophy and Gordon Stokes runner-up. Next game at Palm Beach Friday October 11 th at 10 00 am.
Investment Group	The September meeting was cancelled. All members are welcome to join the Group.
General Business	None.
Speakers	Wes Harder has organised the following speakers: November Merv Rosen – History of Sydney Ferries. Bryan Inch – Christmas must Wait. December John Porter – Presidents Pick.
5 Minute Speaker	Trevor Stephens gave an interesting presentation on the Maltese Falcon that was at the time of its construction, the most expensive yacht for 12 passengers.
Speaker	After coffee, Peter Nash "China Then and Now". Peter described how Chinese manufacturing quality improved with the introduction of quality assurance systems.
Next Meeting	12 th November 2019. Commencing at 10 00 am. Meeting Closed at 11 45 am. Signed as a correct record.

Office Bearers for 2019

President	John Porter 9997 3019	Activities Officer	John Harston 9940 0446
Vice President	Paul Mascall 0415 920 287	Functions Organiser	
Secretary	Bryan Inch 0423 379 194	Speaker Organiser	Wes Harder 9997 3303
Treasurer	David Varley 9918 7154	Newsletter Editor	Warwick Dalzell 9997 4518
Welfare Officer	Geoff Sheppard 0437 274 074	Assistant Editor	Ron Seldon 9918 0677
Golf Convener	Graham Morley 0407 217 248	Registrar	Trevor Stephens 9918 2138