SIM cards!
According to Wikipedia, ‘SIM’ is an acronym for either ‘subscriber identity module’ or ‘subscriber identification module’. Also, "SIM cards" are designed to be transferrable between different mobile devices. But, they’re more complicated than they seem. Different brands, different sizes, different formats (mobile phone & broadband Internet). A new card is needed in a new country. Seafarers visiting Australia must have a new SIM card to use in our country. We mostly sell Go Talk SIMs at our centre. The seafarers then need recharge cards to top up their credit on the SIM. Each SIM comes with a new phone number. Paperwork must be filled out for all sales of mobile phone SIMs, but it is not necessary for the broadband Internet SIM sales. One evening, a seafarer bought a phone SIM and we did the necessary paperwork. He came back to us several times, asking for another SIM each time. We thought that he just needed them for some of his fellow seafarers. We eventually realised that he was getting a new SIM each time that the $10 credit on the SIM was used up. We had to slowly explain that he only needed to have to recharge the one SIM.

A seafarer happy that his mobile phone is working
We sometimes verify that new SIMs are working by either ringing the seafarers phone, or getting them to ring one of our phones. This hasn’t been one of our best ideas since the seafarers in question often try phoning us up at any time at all. We often have to explain to a seafarer how much time they can expect for their $10 credit. There are extra charges incurred each time that they make a call. They can save some of the costs by making follow-on calls. We also have to explain that the cards that we sell are for use throughout Australia, but not anywhere else. We would like to think that seafarers could save their money by saving their Australian SIM cards for each time that they visit us, but there may be a problem about expiry dates, lack of use or something like that. We often have to explain that mobile phone SIMs, broadband Internet SIMs and recharge cards are all different items and have to explain just how they differ and how they are used.
Friday the 13\textsuperscript{th}
Friday 13\textsuperscript{th} of February was a busy night for the two volunteers at our centre that evening. They had 12 male Chinese seafarers visiting them that night. Although there was a language barrier between the volunteers and the seafarers, all transactions were said to have been “conducted with good humour”.

The main activities for the evening were phone card sales and supermarket shopping. Once that each of the seafarers had stocked up on both SIM cards & phone recharge cards, they were taken in our bus to the nearest Foodland supermarket. (Question, “How much can 12 Chinese men purchase in a 20 minute session at Foodland?” The answer is “Lots!!” Incidentally, the concept of a supermarket actually closing for the night was met with disbelief by the visitors.)

So, Friday the 13\textsuperscript{th} February was a bit frenzied for Foodland. The staff there took our “invasion” with good humour. After returning the seafarers back to Stella Maris, the next 40 minutes or so was followed by them chattering and sharing family moments via either the Internet or by phone (using their purchased SIMs & recharge cards).

Thursday night the following week was another good night, even with only 3 seafarers from Myanmar, all off the ANL Warringa. First, they wished to do some shopping, but once they’d completed this task they were back to the centre to relax, have a few drinks and sing-a-long with guitar music.

Two seafarers from the Warringa

TWO NEW CRANES TO BOOST EFFICIENCY AT THE CONTAINER TERMINAL

According to a media release issued by the Flinders Adelaide Container Terminal (FACT) at the end of January, “South Australia’s container terminal operator, FACT, has welcomed the arrival of two new Post-Panamax Liebherr cranes, which were ordered in January 2014, as part of the terminal's strategic plan. The cranes berthed at Port Adelaide . . . following a seven-week voyage on the Nomandic Milde, from Liebherr’s manufacturing facility in Ireland. Once assembled the cranes will be a new landmark on the State capital's coastal skyline. Sixty-five metres high, and capable of reaching heights of 105 metres with the boom raised, the cranes will extend one metre higher than Telstra House, Adelaide's second tallest building. The ship-to-shore cranes, which represent a $24m investment for FACT, are set to undergo a rigorous commissioning process before they are deployed for active service in April 2015.

Peter Cheers, General Manager of FACT said, “The arrival of these cranes is the culmination of months of detailed planning and preparation. We have designated an area of the terminal for the assembly and commissioning of the cranes. We expect this will take just over two months to complete.” Significant productivity gains are expected because each crane features a baseline load-rate capability of 35 containers per hour. Ultimately the expectation is that vessel turn-around times will be up to 25% faster than those currently available at the facility. “Our aim is to put Port Adelaide on the map as a world class container facility servicing South Australia. Increased efficiency, through reduced vessel time in port, will enable us to achieve our long-term annual throughput target of over 700,000 TEUs,” said Mr Cheers. FACT selected Liebherr Container Cranes following extensive supplier evaluations, because their Post-Panamax crane offering was the best fit for the Terminal’s strategic planning goals. FACT will be working closely on the crane commissioning with Liebherr and local engineering specialists Inver Engineering over the coming weeks.”

(It is now almost 2 months since the above Media Release date.)

More about Flinders Adelaide Container Terminal

FACT has operated since July 2012 when Flinders Port Holdings gained 100% ownership of the Adelaide Container Terminal from DP World South Australia. Having rebranded the Terminal as FACT, the move was a natural progression for the new owner and parent company Flinders Port Holdings. FACT’s strategic goal is to be recognised as the most efficient and customer focussed container terminal operator in Australia.”

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