The Heemskerck

How did Abel Tasman miss Australia?

When the Heemskerck left Batavia in the East Indies on 14th August, 1642 Abel Jansz Tasman may have been personally focussed on "discovery of the Unknown Southland" but like most other Dutch expeditions, the trip was essentially commercial.

The prime incentive of the sponsors, Dutch East Indian Company, was profit from trade. Territorial conquest was not contemplated, and, when it did occur, it was only to be a means of protecting trade after treaties with local potentates.

The Heemskerck was a 60 ton yacht, 106 x 24 x 9 feet, with two decks a cabin and steerage. For Tasman's memorable voyage she carried a small crew of only 60 men (she was capable of carrying 100). She carried guns in front, bow-chasers, guns on the upper deck along with some heavy ordinance in the gunroom.

The ship had three masts and a bowsprit, the main mast in the middle foremast and mizzenmast aft. The first two had topmasts, which could be lowered in heavy weather, and each was rigged with two sails: the courses underneath and the top sails above. The bowsprit and the mizzenmast each carried one sail only.

In favourable winds the Heemskerck, accompanied by the fly-ship Zeehan, departed Batavia hoping to open up important areas of trade, or to at least find a more convenient way to the rich countries already known in South America.

Photograph from the Kinnear Collection supplied by the Alexander Turnbull Library, Wellington New Zealand.

The Hon. Abel Tasman commanded the expedition and was eager to make the exploration. However, on board the Zeehan was the merchant or super cargo, who, in all Dutch discovery and trading expeditions, had the final say in the direction of any expedition. The course prescribed for the voyage was set down long before they departed and while the instructions included "trying to discover a passage between the known South Land and New Guinea" it was not recommended. They were advised to keep on a south latitude until 400 to 800 miles east of the supposed longitude of the Solomon Islands so as to be assured there was no way through from the Indies to the South Pacific which would give a short route to Chile.

The ships reached Mauritius in just 22 days but Tasman's journal indicates that they may have misjudged longitude and in fact were not where they thought. The ships too, were in a bad state of repair and needed extensive work before they could proceed so it wasn't until late October they could once again set out.

Three weeks out they met with strong gales and thought it too dangerous to keep a southerly course 'for fear of falling into land'. At this point in the voyage the Pilot-Major suggested to Tasman that they should fall off to 44° S. latitude until they had passed the 150th meridian when he judged, that if they had not passed the Southern Continent, they would be in open sea. He then said they should fall off to 40° S, and sail east to 220° longitude. The councils of both ships agreed and they set off passing the longitude of Nuyts Land (the Great Australian Bight), the furthest known extension of the discovered South Land, on the 18th November.

Heavy westerly gales sent them gradually to latitude 42° 25' leading them to sight Van Diemans Land. They followed the coast and anchored off Blackman's Bay where they sent out two boats but the surf was too high and it was the ship's carpenter who swam ashore to plant the Prince's flag and claim formal possession of the newly discovered country.

From here Tasman intended to sail northwards along the coast and take in water but the wind was unfavourable and the ship was forced east so that the next land sighted was the South Island of New Zealand which they believed to be the Unknown Southland. Tasman noted a south-east current and suspected a passage. Had he braved the bad weather, he would have sailed through Cook's Strait and corrected his idea that he had discovered the great Southern Continent. But, he chose to sail north along the North Island coast meeting with very unfriendly Maori's when they tried to land for fresh water. They rounded the north of New Zealand, steered north-east and found a great swell from the south-east making Tasman doubt the existence of the great Southern Continent entirely.

The ships returned to Batavia 10 months later having lost 14 men in all and not having discovered any rich gold or silver mines. But, they had circumnavigated New Holland, as Tasman called it on his chart, and had found a clear way to Chile opening up good prospects for trade from the Spanish settlements in South America.

Keeping in mind that this was essentially a commercial expedition, Tasman fulfilled his obligations but in the process completely missed the great Southern Continent. It wasn't until Tasman had finished a second voyage in 1644 that it was declared he had indeed circumnavigated the hitherto unknown Southern Continent calculated to have a 8000 mile coastline. But the Dutch thought it 'very improbable' that in 'so great a country, with such a variety of climates, there should not be found something of great importance or profit for the company'.

Little did they know!

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news from the
CROW'S-NEST

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TallShips Solutions Newsletter

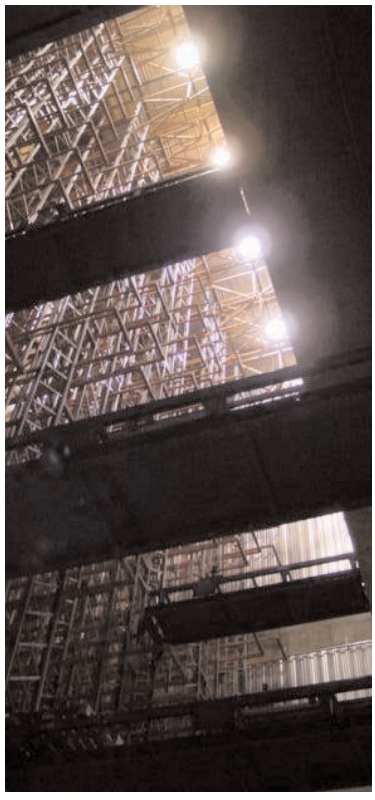
In the Highrise in Taiwan

TallShips Solutions has completed two projects in Taiwan where a Location Control System (LCS) has been installed to provide an interface between the existing WMS application and the high-rise warehouse cranes and conveyors. The LCS concept has been developed and marketed by TallShips Solutions over the past 4 years and the two Taiwan projects represent the first completed implementations of the current version of the LCS software.

CTW LOGISTICS

The initial project was undertaken for CTW, a third party logistics company who have 6 facilities throughout Taoyuan, Taiwan. The warehouse was newly constructed to act as a supplier hub for a range of companies requiring logistic support services. The building contains 6 floors, each dedicated to servicing a specific client. To facilitate this operational requirement, a series of conveyors and lifts were installed to allow the movement of the pallets into and out of the high-bay. The high-bay has 5 Dematic cranes each providing access to 2 storage racks which are 18 pallets high and 80 bays deep. In all, the high-bay has storage for well over 14,000 pallets of heights up to 2 metres and with a maximum weight of 900 kilograms. The high-bay is serviced by a single infeed conveyor that delivers pallets to one of the five Dematic cranes. Pallets are retrieved to a single outfeed conveyor and routed to the desired floor via the conveyor system and lifts.

TallShips Solutions' consultants had completed the installation of the LCS prior to the commissioning of the materials handling system and subsequently supported the commissioning process from Sydney. During this phase, TallShips Solutions' consultants worked closely with the commissioning engineers from Siemens Dematic to ensure that the LCS system functioned to specification. Using a range of tools, including the internet, site access was available remotely and TallShips were able to view the operations and resolve any issues as they emerged. Whilst the time when TallShips Solutions' consultants were on-site was not optimal in terms of having access to a fully functional materials handling system, rigorous on-site testing of the key operational aspects of the system ensured that commissioning could be completed remotely.



TallShips expands its product portfolio

TallShips Solutions has added the IntelliTrack product set to its inventory and warehousing portfolio. IntelliTrack was built specifically to cater for the smaller business or department within a larger company. The software has been packaged into five applications - Warehouse Management, Inventory Control, Stock Room, Tool Room Check In/Out, and Fixed Assets. All applications are Windows based, and can be configured to run from 1 to 20 networked users.

The Warehouse Management module is a reliable, affordable, and easy-to-use warehouse management solution available in both batch and real-time radio frequency versions. The software includes such features as multi warehouse, simple kit processing, lot and batch tracking, pick face replenishment, cross docking and cycle counting.

The Inventory Control module effectively maintains inventory with physical and cycle counting capabilities. The built-in reports and queries allow the monitoring and management of your inventory.

Stockroom manages your consumable inventories. By capturing the issue and receipt of items to and from individual employees and departments, Stockroom gives you the ability to track item usage and billing information. The powerful usage and billing reports allow you to identify trends, giving better management of your inventory.

The check In/out module is a powerful tool for managing circulating inventory. Great for internal libraries, audio/video department, tool rooms, and document rooms.

The Fixed Asset module allows you to maintain the details and track the physical location of the company's fixed assets.

With module pricing starting at around $2,000, this software provides a very affordable solution for the smaller business.

EVA Airways

EVA Airways is one of the largest airlines in Taiwan, servicing destinations throughout Asia and the world. Their new warehouse, constructed inside an existing building, provides storage for their in-flight catering supplies. Whilst the warehouse itself contains five floors, product can only be moved into or out of the system on three floors. Each floor is serviced by an identical conveyor system which sustains the induction and retrieval of pallets. The high-bay contains two crane aisles with a single Dematic crane servicing all three levels for each aisle. The high-bay has 2 cranes each providing access to 2 double deep storage racks which are 18 pallets high and 32 bays in length. In all, the high-bay has storage for approximately 5,000 (4608) pallets of heights up to 1.5 metres and with a maximum weight of 1000 kilograms. The presence of two pallet positions in the double-deep racking necessitates complex location allocation algorithms to ensure that products are stored satisfactorily and their availability for retrieval is optimized.

EVA Airways utilise their own pre-existing WMS application, which was integrated into the LCS system.

Prior to leaving for site, TallShips Solutions were able to fully replicate the EVA control and computer environment in the Sydney office and perform exhaustive tests of the functionality. As a consequence, we were able to install the system on site and have pallets moving into and out of the high-bay within 2 hours of arrival on site. By arriving on-site after the commissioning of the materials handling system had been completed, delays in testing and validating functionality were minimized.

New Dimensions in Manufactur

Whilst manufacturers are constantly faced with new challenges to remain competitive they are now faced with a new dilemma – how do we get the right information to the right people at the right time?

Manufacturers adopting a lean manufacturing ethos are attempting to eliminate the root causes for non-value-added inputs, activities and outputs. The main focus being on value as it applies to the customer.

Inputs such as labour, material and energy can all be used inefficiently. Poor utilization, insufficient training and inefficiency can impact on labour. Similarly raw material waste, rework, damaged goods and excessive inventory can compromise material usage. Energy efficiencies can be realized by load balancing and process improvements.

Non-value-added activities include setups and changeovers, redundant operations, storage of work in process components and material delays. All represent areas where labour waste can be eliminated.

Poor yields, scrap, waste and giveaway are contributors to non-value-added outputs. Downstream impacts can occur as a result on problems occurring once the finished goods are delivered to the end customer. In addition to the end customer impacts, non-value-added activities like support and customer service complaint handling emerge. Resources used in dealing with these issues can be better utilized elsewhere within an organization.
How can information systems contribute to a lean enterprise?

The key to eliminating non-value-added inputs, activities and outputs lies in being able to see, measure and analyze them. Visibility of production information now must be provided beyond the traditional domains of the shop

CIMNET Teams with Microsoft on ERP and MES

CIMNET has received partner authorization from Microsoft's Business Solutions for the purpose of integrating its Factelligence solution with the Microsoft Business Solutions Axapta for the upper mid-market. The combined solution offering is specifically designed for growing manufacturing businesses in the $100–$800 million-revenue range. This solution gives customers greater visibility into business and factory floor information required to make critical real-time decisions for their business, all through a Web framework. It also provides customers with a "designed for" mid-market ERP/MES suite built on Microsoft standards, while reducing integration costs normally associated with implementing both an ERP and MES solution independently.

Source ARCWire

TallShips Solutions implement and support Factelligence MES solutions.

TallShips Release PowerHouse FastTrack

PowerHouse FastTrack is a completely scalable Warehousing Management Solution designed to provide varying levels of functionality allowing you to pay for only the components you need to run your operation successfully

All the simplicity you need to improve your operations is standard with the base package. Receiving - putaway - picking - shipping - compliance labelling - management reporting - purchase order and sales order controls.

FastTrack can change as you change. You can purchase additional modules for:

- Real time RF
- Internet functionality
- User configured work direction
- Standard and custom interfaces
- Advanced shipping
- Multi-warehouse support
- 3PL Multi-owner support
- Multi-building support
- Container Tracking
- Cycle Counting
- Billing
- Production Management & Kitting

FastTrack can grow as you grow. FastTrack is perfect for the small, stand-alone warehouse businesses, smaller warehouses and storerooms within larger corporations. The same software can also handle multiple warehouses with hundreds of users per warehouse. We also control all kinds of automated equipment and provide Internet access. You will never out grow FastTrack!

FastTrack can instantly lower operating costs for a fast ROI and a noticeable improvement in customer satisfaction.

ing Information Systems

floor and the daily report. Throughout the supply chain the need for real time access to accurate process information is becoming almost mandatory. This access is not just to people within an organization, as many manufacturers are relying on supplier managed inventories for various bulk raw materials with supplier access being provided via the Internet.

The Internet and the Intranet provide a conduit over which information can be distributed and made visible to consumers. Data collection layers are now charged with the collection and storage of data within product, labour and equipment context rather than the traditional process context. The ability to see a process outcome within the context of inputs, activities and outputs is mandatory for an information system that supports a lean enterprise.

Much of the context data from an organization comes from outside of the shop floor applications so the need to integrate all sources of data is vital to a successful outcome.

The Factelligence Manufacturing Execution System and the VisualPlant Manufacturing Intelligence application both offer a rich set of capabilities to sustain the information requirements of a lean organization. They provide domain-based data collection capabilities, integration to other enterprise systems, supplemented by web-based information presentation – a solid foundation for an effective manufacturing information system to support a lean manufacturing strategy.

Factelligence provides a full suite of Manufacturing Execution System modules and can successfully implement the business rules necessary to control the shop floor environment. Equipment utilization and raw material waste can be accurately measured and analyzed to determine the true sources of waste. Factelligence is positioned between the business systems and the shop floor control systems and collects and presents information within the context of a job and a process – both key perspectives to be understood in improving operational efficiency.

VisualPlant Manufacturing Intelligence approach allows for the collection, storage and retrieval of user-defined process and plant parameters. Users are able to develop sophisticated collection and analysis applications that can be tailored easily to individual user's requirements. Users interact with the data via their web browser. Both of these products are available from TallShips Solutions.