

Melbourne Branch

The Log
The Monthly Newsletter of the Melbourne Branch of
The Company of Master Mariners of Australia Limited

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In this issue:

- From the Branch Master
- April Speakers Summary
- New Applications
- New Generation of Alliances
- Incident Reports
- 50 Year Members
-
-
- Upcoming Events

Combined meeting with MLAANZ and N.I.

31 May 2017 1730 for 1800

Subject The Hanjin Bankruptcy

Speakers Hazel Brassington and Andrew Tulloch



From the Branch Master



In March the Minister for Transport, The Hon. Darren Chester released a discussion paper on “Coastal Shipping Reforms”.

In the preamble it states that the aim is to “ensure safe, secure and efficient coastal shipping as part of Australia’s national transport system” and “developing and retaining critical maritime skills in Australia.”

The criticism of the current license system is that it is too complex and not flexible enough to adapt to the way coastal shipping operates.

The proposal is to reduce the current three tiered license regime to two and alter the criteria for issuing those licenses.

The current tolerance limit of plus or minus 5 days for the authorized loading date will be increased to 30 days and the tolerance limit on cargo volume will be removed

It is also proposed to amend the term “Coastal Trading” to include voyages to and from defined places such as offshore installations.

The Coastal Trading Act will be amended to include vessels undergoing drydocking, maintenance or repair so that those vessels will no longer be subject to importation under the Customs Act.

Potential seafarer training initiative options include an Industry Maritime Workforce Skills and Training Reference Group to develop a strategy for a government maritime training support scheme to train officers, cadets and ratings. It may be similar to the UK SMaRT scheme.

The declining Australian fleet has few training berths available so it is proposed to develop a partnership between government and industry to fund berths for Australian seafarers.

A census would be held every three years to provide data for workforce demand predictions and planning.

Funding the training scheme is still under consideration. Maritime Industry Australia proposes a fund derived from payments by ship owners equivalent to wages that would normally be paid to foreign seafarers under Part B of the Seagoing Industry Award 2010.

If the proposed training scheme is accepted it seems there will still be a lot of work to be done before the scheme can be introduced.

Capt. Ian French



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April Speakers Summary



The speaker at our April meeting was Anders Dommestrup the Chief Operating Officer of Victoria International Container Terminal. VICT was granted a 26 year concession over a 35.4 hectare site at East Webb Dock in May 2014 and set about developing the worlds most automated container terminal. When fully developed it will be able to handle 6 neo-Panamax ships and will be able to handle 1.4 million containers annually. To obtain this through put a lot of effort has gone into optimising truck patterns.

When a truck enters the terminal through the automatic gates it will be weighed and identified by license plate recognition equipment. The truck will then be allotted a place on the loading or unloading grid. The system is designed to ensure the quickest possible turn round.

All equipment in the terminal is fully automated. There are 5 ship to shore cranes, 11 shuttles and 20 stacking cranes. The ship to shore cranes are initially plumbed over the first cell by a driver at a remote control desk using highly sophisticated sensing

Technology .From then on the crane operates without human intervention. The automatic stacking cranes are equipped with load sensing technology. In accordance with the latest requirements all export containers are weight verified. 25% of the multi skilled workforce are women.

Anders gave a very interesting talk that gave us an insight into how technology is changing the waterfront.

New Applications

Sharad Kohli has applied for ordinary membership of the WA Branch. He is the Marine Operations Manager of the Leeuwin Foundation

Stephen Barrow has applied for ordinary membership of the WA Branch. He holds a Canadian Masters Unlimited Certificate and is a director of International Marine Services

Nick Yarsenko has applied for ordinary membership of Sydney Branch. He is a Master with CSL



New Generation of Alliances

On 1st April 2017 a new generation of three ocean carrier alliances came into effect.

They are:

The Ocean Alliance made up of CMA CGM and American President Line, OOCL, Evergreen and COSCO which has merged with China Shipping Container Line.

THE Alliance comprising Mitsui O.S.K. Lines, NYK Line and “K” Line, Hapag-Lloyd, United Arab Shipping Company and Yang Ming Transport. The three Japanese lines plan to combine their container operations into one company by April 2018 and Hapag-Lloyd and UASC are scheduled to merge in May 2017.

The 2M Alliance an existing alliance of Maersk Line and MSC. Maersk will take over Hamburg Sud this year and the alliance has a strategic co operation agreement with Hyundai Merchant Marine. As a result of the 2016 collapse of Hanjin Shipping it became evident that there was a need for safeguards to protect shippers from the fallout of a carrier collapse. In response to this THE Alliance has developed a contingency plan consisting of an independent trust fund to guarantee that should a member line suffer insolvency the cargo onboard the affected ships will be carried to the port of destination. The other two alliances do not see the need for a safeguard trust instrument at this stage.

Alliances would have considerable bargaining power when negotiating with service providers such as tugs, stevedores, bunker suppliers etc however the United States Federal Maritime Commissioner has warned that alliance members must negotiate independently with American service providers and remain competitive with each other to remain within the limited anti trust immunity that the FMC allows



Incident Reports



The Australian Transport Safety Bureau has released reports into incidents involving the Spirit of Tasmania II and Norwegian Star

When the Spirit of Tasmania II was blown off the wharf at Station Pier by strong wind gusts on 13 January 2016 the ship suffered minor damage to its lower bow ramp and bow door. More extensive damage was done to the elevated roadway and wharf structure. The ship was unaware of the approaching storm until just before the breakaway.

As a result TT Line will implement changes to its shipboard weather monitoring and heavy weather and mooring procedures. They have also engaged consultants to analyse the mooring requirements for Station Pier. The Victorian Port Corporation will broadcast weather warnings on VHF Channel 12. All masters of ships in port waters are to ensure a listening watch is maintained at all times.

A preliminary investigation by the ATSB into the propulsion failure onboard Norwegian Star found that the ship experienced three separate propulsion unit failures over a period of about 9 weeks. When the ship departed Melbourne on 9 February 2017 the port propulsion unit (Azipod) was under repair. About 4 hours after disembarking the pilot at the heads and when SW of Cape Liptrap the Starboard Azipod failed leaving the ship with no means of Propulsion. The ship was towed back to Melbourne for repair. The investigation is ongoing and will focus on the propulsion units and vessel operation with one propulsion unit.

These reports are available on the ATSB website

www.atsb.gov.au



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50 Year Members



Congratulations to Capt. Mike Pratt and Capt. Graeme Smethurst on their 50 years of membership of CoMMA. They were presented with commemorative plaques in recognition of their years of membership at the April Meeting.

The third member of the branch to achieve this milestone this year is Capt. Terry Green who lives in Portland. Arrangements are being made to present him with his plaque in his home town.

.These members joined the Company in 1967 which was the year that:

The Torrey Canyon was wrecked on rocks off Lands End.

Dr Christian Barnard performed the first heart transplant

The Liner Queen Elizabeth II was launched

PM Harold Holt disappeared at Cheviot Beach

The RAN adopted the Australian White Ensign

The Postcode system was introduced

