

The Log¹

April 2023

Melbourne Branch

The Log
The Monthly Newsletter of the Melbourne Branch of
The Company of Master Mariners of Australia Limited
Hon. Secretary Rudy Rietwyk
email Melbourne@mastermariners.org.au



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NEXT MEETING

1830 hrs 26th April 2023

Mail Exchange Hotel

Speaker

Capt. Damian Laughlin

« Pilotage in the age of big data »

From the Branch Master

At our AGM the following was confirmed as the structure of our Branch Court.

Branch Master	Commander Graeme Furlonger RAN
Deputy Branch Master	Vacant
Secretary	Rudy Rietwyk
Registrar	Capt. Patrick O'Sullivan
Treasurer	Capt. Mario D'Souza
Log Editor	Capt. Ian French
Wardens	Capt. Sheldon Rodrigues Capt. Chris Noon Capt. Oladipupo Olubowale Capt. Detlef Kopeke Lee-anne Diano

Patrick O'Sullivan has taken on the role of Registrar. Oladipupo, Detlef and Lee-anne from Stella Maris Seafarers Centre have joined as Wardens. The position of DBM is still vacant. We do have two of our newer members attending the next Court Meeting as observers.

HMAS Adelaide and HMAS Sydney will be visiting Melbourne in support of ANZAC Day. Both ships will have contingents marching on ANZAC Day. HMAS Adelaide will be berthed at Station Pier, Port Melbourne arriving 23 April at 1000. HMAS Sydney arriving the same day at 1600 also to Station Pier. Both departing on 27 April ETD 1000.

Fair winds
Graeme

Branch News



During the March Meeting membership certificates were presented to the following new members. L to R Ola Olubowale Tristan Shandy Gordon Green Aaron Kavanagh Mark McIlwain

Congratulations to our Branch Master Commander Graeme Furlonger RAN who has received a Chief of Navy Commendation.

The citation to the Navy Gold Level Commendation read in part :

“I commend you for your superior achievement in the management and logistic support of Fleet Units to Victoria. You provided exceptional support to over 200 Australian and allied navy ship visits.”

Signed M D Hammond AM Vive Admiral RAN

The speaker at the April meeting will be Capt. Damian Laughlin from Port Philip Sea Pilots. His presentation is titled “Pilotage in the age of big Data”

He spoke on this subject at the AMPI conference in Hobart in February.

Damian manages PPSP’s passage planning and situational awareness program.

It promises to be a very interesting talk.

The Development of Containerisation

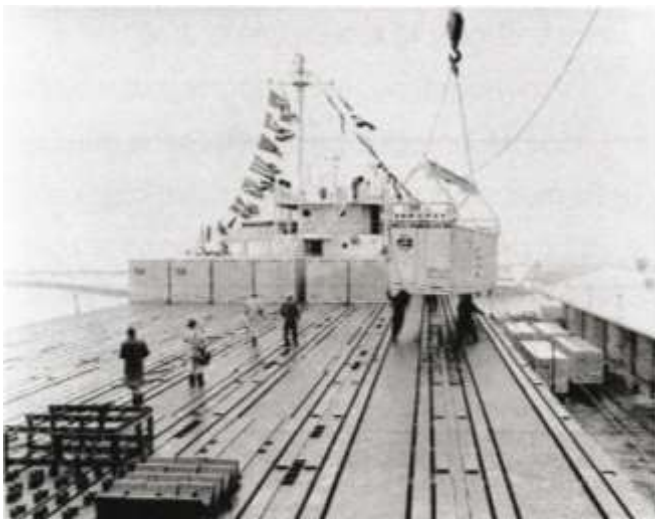
Malcolm McLean was born in North Carolina in 1913. When he left school he bought his first truck and in time McLean Trucking became one of the largest transport operations in the US.

In 1937 while waiting days for bales of cotton his truck was carrying to be loaded onto a ship he thought there must be a better way than loading cargo onto a ship piece by piece. Why couldn't the entire truck be loaded on board the ship and then used for delivering purposes at the other end?

It was not until the 1950's that McLean was in a position to put his ideas into practice. In 1956 with a bank loan of \$22 million he bought two WWII T-2 tankers and had a wooden deck constructed above the main deck on which to load containers.

On 26 April the converted tanker *Ideal-X* sailed from Newark for Houston carrying 58 35 foot containers along with a regular load of 15,000 tons of petroleum. The 35 foot unit was the standard trailer van size in the US at that time.

Commented [C1]: cLean



Containers Being Loaded on the First Containership Ideal X

1956

McLean calculated that in 1956 loading a ship the conventional way cost \$5.83 a ton where as loading containers onto *I deal-X* cost only 16 cents a ton.

His next step was to buy the *Gateway City* a WWII C-2 class cargo ship which he had refitted to carry containers stacked on top of each other below deck and more on deck. *Gateway City* could carry 226 containers. More ships were acquired and in 1960 the name "Sea-Land" was adopted.

In 1966 Sea-Land commenced a service from New York to Europe and the next year was invited by the US Government to start a service to South Vietnam. Theft from conventional cargo ships in Vietnam was serious and military equipment was ending up in the hands of the enemy. Containers reduced these losses and the transpacific logistical supply line that supported the war provided another example of the efficiency of container ships.

In 1972-73 Sea-Land took delivery of eight SL-7 class container ships. Built in Europe they had a length of 288.4 m, displaced 56,350 tons, GRT 41,127 and had a capacity of 2192 teu. With a speed of 33 knots they were the largest and fastest container ships of the time.

When the ships were ordered oil was \$3 a barrel but when delivered the oil crisis had increased the price of oil to \$30 a barrel. With fuel consumption of 458 tons per day the ships were too expensive to run and in 1981 they were sold to the US Government who converted them into RoRo's with limited container capacity and pedestal deck cranes. They are operated by the US Navy Military Sealift Command.



SL-7 Sea-Land McLean

In 1969 McLean sold Sea-Land to Reynolds Tobacco Company for \$530 million in cash and stock. McLean made \$160 million out of the deal.

In 1999 Sea-Land international services were sold to Maersk Line. The domestic services continued as Horizon Line until 2015 when it was acquired by Matson Navigation Company.

In the 1960's the concept of containers was attracting attention worldwide.

In 1960 the Australian Shipbuilding Board was engaged on behalf of McIlwraith McEacharn in designing a 6,500 DWT engine aft, motor vessel to carry containers that would be handled by two mobile gantry cranes and stowed in container cells. At that time there was no ISO standard container sizes so the Australian Standards Association developed their own allowing for the different maximum weights and heights allowed on the roads in the various states.

The result was the "A" type container 16ft 8ins long 8ft 6ins high and 8ft wide which could stow 8 standard pallets. The "B" type was a half height container for heavy cargoes and the smaller "D" type was 6ft x 6ft x 4ft 2ins high.

Kooringa was commissioned in May 1964 and was the world's first newly built fully cellular containership. *Kooringa* operated a fortnightly service between Melbourne and Fremantle.



Kooringa Built by State Dockyard Newcastle 1964

In October 1965 Overseas Containers Ltd (OCL) was formed by P&O Group, Ocean Steamships, British and Commonwealth and Furness Withy. From 1969 the consortium operated a six ship container service between UK/Continent and Australia. The Australia /Japan trade was containerised at about the same time. Today purpose built container ships carry 90% of the world's non-bulk cargo.

March Speakers Summary



The Speakers at the March meeting was Father Tony Cox who worked as a junior clerk with The Melbourne Harbour Trust to put himself through university when he left school in the early 70's. This stimulated an interest in ships but it was many years before it was reflected in his ministry.

Father Tony entered the seminary and as a Priest worked for 20 years in Japan.. He had other overseas postings and is now Chaplain to a couple of schools and the part time Chaplain with Stella Maris.

Chaplain's visits to ships was severely restricted during COVID but have now resumed. Father Tony spoke at length about a recent visit to a ship that had been requested by the ship's Captain. The ship had come from Sydney where a large amount of drugs had been found on board and a major investigation had taken place. No crew members were found to be involved with the drugs but all had been interviewed and had their cabins searched. Many of the crew members were very young and had not coped with the experience and needed someone to talk to. It was an example of how different cultures react to stressful situations and how often a sympathetic ear is all that is required to ease the situation.

Father Tony said that there have been recent statements from the Vatican on seafarers.

The Church said they are to be treated as essential workers and their rights are to be protected and respected. All people must be treated with dignity.

Although the ability for seafarers to communicate with home has greatly improved in recent years the provision of phone cards remains the most common requests Stella Maris receives.

Members of the Branch joined Father Tony in a discussion on various aspects of seafarer's welfare and at the conclusion Father Tony was presented with a donation to assist Stella Maris with their work.

Membership Applications

The following applications for membership of the Western Australian Branch were read at the March meeting.

Ryan Dagnall Holds an Australian Masters Certificate. Currently serving as Chief Officer on Coral Adventurer Expedition Cruise Ship.

Divya Bharati Holds Indian Masters Certificate .Currently serving as Marine Superintendent at Santos.

Michael Parker Holds Australian Masters Certificate Currently serving as Master on OSS Fugro Etive

Stephen Fant Holds UK Masters Certificate. Currently Serving as Marine Superintendent at Santos

Stephen James Holds UK Masters Certificate . Load Master and Terminal Team Leader at Shell Australia

Rachel Green ASSOC Currently 2nd Officer on RT Beagle Bay

Samuel Hutchinson ASSOC Does not hold Maritime Certificate. Currently Marine Superintendent at OSM Maritime Perth.

“Goliath” ATSB Final Report

The Australian Transport Safety Bureau has released its 48 page final report into the collision between the bulk carrier “Goliath” and the tugs “York Cove” and “Campbell Cove” in Devonport on 28 January 2033.

“Goliath” suffered only minor damage to its bow but both tugs sank and were declared constructive total losses.

The June 2022 edition of The LOG gives details of the incident and photos of the VecTwin joystick steering system.

The ATSB found that the correct steering mode was not selected when manoeuvring control was transferred from the wheelhouse to the bridge wing resulting in the Master’s use of the joystick having no effect and resulting in the collision.

The design of the joystick system did not provide visual confirmation that the correct steering mode had been selected.

Neither the Master nor the 2nd Mate had undertaken the required bridge resource management training and BRM practices and controls on board were inadequate.

The report also noted that fortunately there were no personnel on the tugs at the time of the collision because the possibility of a collision had been considered by the risk assessment conducted for the port.

As a result of the accident all of the Deck Officers on “Goliath” have undertaken BRM training and BRM training has been incorporated into crew training across the CSL fleet. Changes have been made to check lists and procedures and regular audits will focus on the implementation of BRM on board.

The VecTwin control panels have been modified to provide positive visual indication that joystick control has been selected.

Recommendations have been made regarding “Goliath” using the swing basin when vessels are berthed at Three West which was where the tugs were berthed when the collision occurred.