

## Melbourne Branch

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

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**NEXT MEETING  
POSTPONED DUE TO  
CORONAVIRUS**

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# From the Branch Master

The Federal Annual General Meeting which was to be held at the Melbourne Mission to Seafarers had to be cancelled because of the coronavirus and was replaced with a telephone conference call. The Federal Secretary will be distributing the minutes of the meeting to all members but there are a few items I will comment on.

It is disappointing that our efforts to get the Governor General to accept the position of Master of the Company have so far been unsuccessful. When General Sir Peter Cosgrove became Governor General he also declined the position. Another letter was sent to him explaining that we have had continuous Vice Regal patronage since 1952 when Sir William McKell replaced the Governor of Queensland as Master of the Company. Every GG since has held the position. General Cosgrove changed his mind and became Master of the Company and we hope the same approach might win over General David Hurley.

The Registrars report shows that from 2010 to 2017 the membership remained reasonably steady at around 490 but in the last 3 years it has fallen by 102. If this rate of decline continuous the Company will not see out the decade. With that in mind it was disappointing that time did not allow the issues raised by Melbourne Branch to be discussed as they relate directly to the membership numbers. These matters will be on the agenda for the next Federal Court meeting.

The Queensland Branch asked the AGM to discuss what it called, "the current disregard for the welfare of crews on cruise ships particularly in NSW and WA." At the beginning of April there were 17 cruise ships in Australian waters. Six in NSW and 5 in WA. Some did have some passengers on board but all had about 1000 crew. State Governments saw these crew members as potential patients who would overwhelm their hospitals. The ships were waiting close to medical help should it be needed until their owners could arrange for a port which they could use to repatriate their multinational crews. Within about a week 5 of the ships off Sydney had sailed.

Three to Indonesian Ports and two to Singapore. The remaining ship was the Ruby Princess which is subject to a number of investigations.

Brisbane asked that a letter expressing our concern for the crews be sent to the Prime Minister. I understand that the Nautical Institute is also considering sending a letter on the subject.

With 18 deaths and 700 people infected the Ruby Princess will be the biggest shipping story in Australia for a long time. Internationally the future of the cruise industry will be a major concern. You would expect it will take a long time for the public to forget the Diamond Princess, Ruby Princess and a number of other ships with coronavirus outbreaks and regain the confidence to book a holiday on a cruise ship.

## RSV “Aurora Australis”



Australia’s Antarctic Icebreaker RSV”Aurora Australis” has completed her final voyage south to resupply Macquarie Island with a year’s food, fuel and other supplies. After 31 years of service she will be replaced by “Nuyina” which is due in Hobart in November.

# Egon Pederson



Egon Pederson was a crew member in the Danish sail training ship “Danmark” in 1939 when WW2 broke out. The ship was in New York for the World Trade Fair. On 9 April 1940 the German Consul advised the Captain that as Germany now occupied Denmark the ship was now considered to be German. The Master and crew did not accept this and offered her to the US. She was used by the Coastguard as a school ship until the end of the war when she was returned to Denmark. She still operates as a sail training ship based in Copenhagen.

Egon who lives in an aged care residence at Mount Martha celebrated his 100<sup>th</sup> Birthday on March 25<sup>th</sup>. Unfortunately the COVID-19 situation prevented members of the family coming from Denmark for the occasion.

After the war Egon was a Pilot at Christmas Island and then worked ashore in Melbourne for BPC.

Tall Ship “Danmark” built in 1933 is 252 ft. overall length, 32 ft. beam and has a gross tonnage of 790. The ship was one of the ships that was used during the filming of the BBC TV series Onedin Line (1971 – 1980)

Thanks to David Wharington for passing on the story of Egon Pederson and the “Danmark”

# Qualification Extension

The Australian Maritime Safety Authority has advised that Australian seafarers will receive an automatic six month extension on their qualifications in response to the COVID-19 pandemic.

The extension applies to both domestic and international Certificates of Competency and to Medical Certificates.

# ATSB Report YM Efficiency

The Australian Transport Safety Bureau has published its final report into the loss of containers from YM Efficiency off Newcastle on 1st June 2018.

As a result of sudden heavy rolling in gale force winds and very heavy seas, 81 containers were lost overboard and 62 were damaged. The ship suffered some minor structural damage.

The investigation found that the weights and distribution of containers in the affected bays were such that calculated forces exceeded allowable force limits as defined in the ship's cargo securing manual (CSM) which resulted in the structural failure of the lashing system.

Stowage arrangements were not checked for compliance with the CSM by shore cargo planners and the ship's Officers did not use the ships loading computers lashing calculation program to check if the stowage arrangements complied as they probably did not have an adequate understanding of the system.

Yang Ming now requires lashing forces to be checked during cargo planning ashore and by the ships officers onboard. Planners and Ship's Officers will be given training in the use of the loading computer system.