

Melbourne Branch

The Log
The Monthly Newsletter of the Melbourne Branch of
The Company of Master Mariners of Australia Limited
Hon. Secretary Rudy Rietwyk
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In this issue:

- From the Branch Master
- No More Admiralty Paper Charts
- Branch News
- Victorian Ports Strategy
- July Speakers Summary
-
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NEXT MEETING

1830 hrs 27th July 2022

Mail Exchange Hotel

Speaker

Capt. Jorgen Berg

Experiences in Antarctica

Hon. Editor Capt Ian French
Email icfrench@bigpond.com



Victorian Regional Channels
Authority

From the Branch Master

Capt. Glen Colaco, Operations Manager at Station Pier for Ports Victoria gave an excellent presentation to our July dinner meeting. The planning for the logistic support, passenger management and traffic management is a complex task. Well done Glen on providing an informative insight on operations.

On 03 September we are holding a lunch at the Royal Victorian Motor Yacht Club. Williamstown to celebrate Merchant Navy Day.

Just a bit of information about the club. One hundred and fifteen years ago fourteen gentlemen met in Melbourne to form a Motor Boat Club. This club was to form the basis of the Royal Victorian Motor Yacht Club. The RVMYC has been fortunate in the intervening years to have had a continuance of members with great foresight who saw the need for a club specifically catering for the needs of motor boat enthusiasts.

Steeped in tradition and history, this club has always been at the forefront of the motor boat clubs on Port Phillip and enjoys links and friendship of all motorboat and yacht clubs around the bay and beyond.

The Club was first called the Victorian Launch Club. This was later changed to the Victorian Motor Boat Club. The club met for some years at the hotel until new premises were acquired at a site near the present ferry terminal at Princess Bridge Wharf.

On 18 February 1937 the Club was formally given permission to use the prefix "Royal". This marked the opening of the 1937 season, whereby the title Royal Victorian Motor Yacht Club could be used.

For this honour, the club is greatly indebted to Mr Charles Marshall, who helped the Club in many other directions.

The club was proud to receive the Kings blessing in granting title, as documentation at the time, he made it clear to the Governor General that in his considered opinion there were too many requests for the Royal Title taking place at the time.

In the correspondence granting the Royal Title from the Prime Minister at the time J A Lyons, he states: “*The request has received full consideration and in view of the possible usefulness of the Club from a national standpoint in time of emergency it is desired to support the application*”

The photo shows the view from the balcony of the Royal Victorian Motor Yacht Club.

Fair winds

Graeme



No more Admiralty Paper Charts

The UK Hydrographic Office has announced that it will phase out paper charts by late 2026. The paper chart which has been a mainstay of maritime navigation for centuries has suffered a major decline in demand after the SOLAS mandate for the transition to ECDIS took effect. The UKHO will focus on its electronic charts and other digital products. The United States will phase out production of its paper charts by January 2025.

Branch News

The service commemorating the 80th anniversary of **OPERATION PEDESTAL** was held on 14th August at the Shrine of Remembrance. Because of the wet and cold weather the service was held in the Sanctuary. Unfortunately Graeme Furlonger was unable to attend at the last minute but COMMA was represented by our Secretary Rudy Rietwyk and a small group of members.



The **MERCHANT NAVY DAY** wreath laying service will be held in the Sanctuary of the Shrine of Remembrance at 1400 hrs on 3rd September 2022. All are welcome and the service will be live streamed.

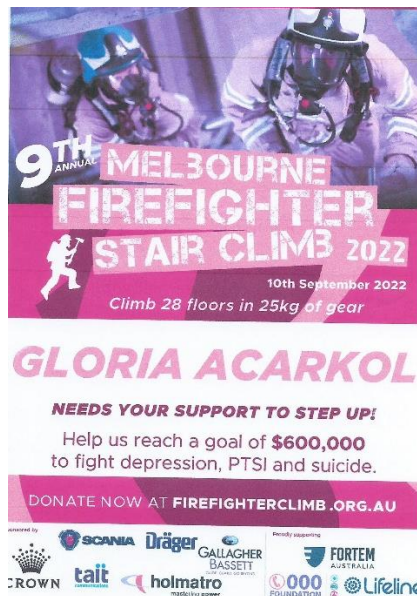
A lunch has been organised to mark Merchant Navy Day at the Royal Victorian Motor Yacht Club. RSVP to melbourne@mastermariners.org.au by 1200hrs Monday 29th August.

The 3rd September is also **AUSTRALIAN NATIONAL FLAG DAY** when all Australians are encouraged to fly or display the Australian National Flag.

On 3rd September 1901 the Prime Minister Edmund Barton announced the winner of a competition to design a flag for Australia.

The Australian Red Ensign was also proclaimed at that time and OSSA have been campaigning to have that flag flown from prominent city buildings and the Westgate Bridge on Merchant Navy Day.

The speaker at the August Meeting will be **CAPTAIN JORGEN BERG** who will speak about his experiences in Antarctica on the Danish polar expedition ships Thala Dan and Kista Dan.



Gloria Acarkol is a member of the Port of Melbourne security staff and a volunteer member of the CFA. She is involved in the Firefighter Stair Climb which aims to raise \$600,000 to fund support services and research into depression, post traumatic stress injury and suicide. Members of the emergency services and defence communities suffer elevated rates of suicide compared to other occupations. Mental health is an increasing problem amongst seafarers so the Branch was pleased to donate \$300 to the Firefighters campaign.

Victorian Ports Strategy

The State Government has released “Navigating our Port Futures: The Victorian Commercial Ports Strategy” in response to the Independent Review of Victoria’s Ports System. The strategy will be reviewed and updated every 5 years over the next 30 years

To meet the needs of industry and the community the strategy will focus on:

Supporting capacity growth at the Port of Melbourne.

Port of Hastings multi-use facility

Station pier and the future of Cruise Shipping.

Geelong Channel optimisation.

The strategy will also look at the administration and performance of the ports, safety and environment management plans, licensing of pilotage and towage and the establishment of Bay West.

PORT OF MELBOURNE services a catchment area covering southern NSW, South Australia, Tasmania and Victoria. The Port of Melbourne Group which holds a long term lease over the port has taken on the lead role in planning for the port’s growth. The Department of Transport will work with PoM to support planning for additional container capacity which is expected to be needed around 2030. New roads and rail networks will also be required to support the growth of trade at Webb Dock.



STATION PIER was first built in 1854 and has been redeveloped many times over the years and is a heritage asset that requires a high level of specialised maintenance. Ports Victoria will prepare a business case for the best use of the pier and for an integrated transport system for the precinct. A Victorian Cruise Shipping Strategy will be developed to assess the opportunities for growing the cruise shipping sector.

PORT OF HASTINGS is no longer expected to be developed to handle the container trade. The Port is being renamed to “Port of Hastings Corporation” and references to container handling have been removed from its charter.

An investment case will be prepared for a multi-use facility to support new trades including hydrogen related projects, aggregate imports, bulk and break bulk trades and supporting wind development projects.



Port of Hastings Multi-use facility

PORT OF GEELONG is a hub for both dry and liquid bulk products. The main channel to the port have a declared depth of 12.3 metres and some users identified increased depth as critical to future trade development. The Government found that the cost of deepening and widening the channels was not worth it but was happy for the private sector to consider the job. A significant increase in trade would be required to justify deepening the Geelong Channels.

BAY WEST has been selected as the site for future development when Melbourne reaches capacity beyond 2050. Bay West is situated to the west of the mouth of the Werribee River. The Department of Transport has worked with Melbourne Water and the Wyndham City Council to define the land needed for the port and associated rail and road connections. The Port will have the capacity to handle containers, dry and break bulk and roll-on roll-off commodities,

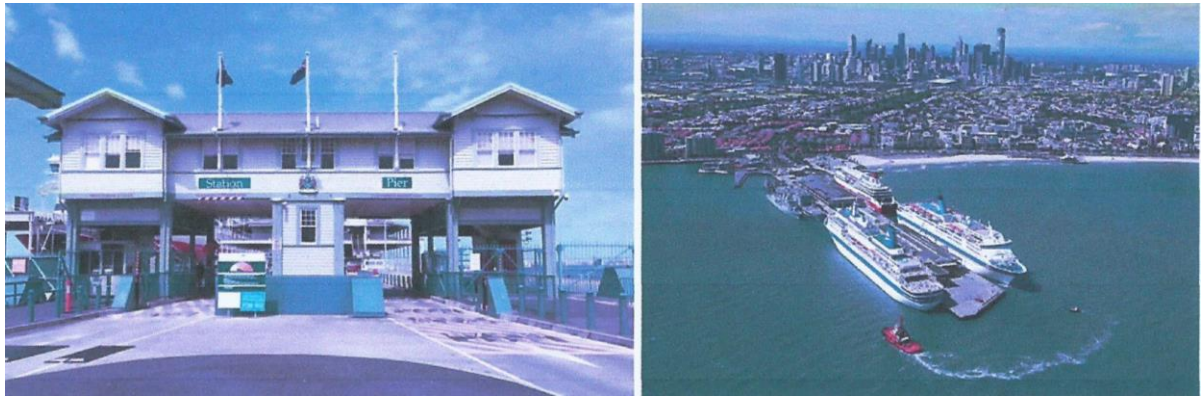
PILOTAGE will be subject to a new licencing regime to be implemented in 2023. Ports Victoria will be responsible for issuing a licence to any pilotage service that meets the requirements. Safe Transport Victoria will retain responsibility for licencing individual pilots and registered pilotage service providers after the issue of a licence by Ports Victoria. It will be an offence to provide pilotage services without being licenced.

TOWAGE will be regulated by a non-exclusive licence scheme for towage services at commercial ports with standards set by Ports Victoria and will come into effect in 2023. The transport safety regulator will retain responsibility for licencing towage masters and developing standards of training and related matters.

July Speakers Summary

The speaker at the July meeting was Captain Glen Colaco, the Station Pier Operations Manager. He spoke about the administrative and operational issues involved when cruise ships visit Melbourne.

Station Pier which is managed by Ports Victoria is 600 metres long and 58 metres wide and has two terminal buildings. In recent years the Pier has accommodated around 700,000 passengers annually. With TT Line leaving Station Pier and relocating to Geelong another potential cruise ship berth will become available.



Glen spoke about the number of people and organisations involved on the Pier during cruise ship operations.

Internal stakeholders include Ports Victoria Staff, Maritime security guards, traffic controllers, maintenance contractors, gangway operators and cleaners.

External stakeholders include vessel operators and ships agents, Australia Border Force, Baggage handlers and stevedores, provedores and contractors, ground handlers and tour operators.

The well-fare and interests of ships crews is not overlooked. The City of Port Phillip set up a crew lounge where ships staff can access free Wi-Fi and relax in an informal setting. The Station Pier staff facilitate crew signing off and on vessels with ABF, ships agents and transport companies.

Prior to a vessels arrival the Pier is swept by security staff and a Landside Restricted Zone is established. The customs, passenger and baggage halls are set up and traffic management plans and guidance schemes are implemented.

On arrival ABF and Port Health authorities board the vessel prior to allowing disembarkation operations to commence. Storing and garbage removal operations commence shortly after arrival. Disembarkation usually takes about 3 hours and once completed the Terminal is set up for embarkation. Passengers and baggage is screened prior to boarding. Vessels usually depart around 1600-1700.

If there are transit passengers on-board arrangements are made with tour operators and City of Port Phillip and Melbourne volunteers assist passengers with tourist information.

Glen concluded his very interesting talk by providing statistics that showed the growth of cruise shipping over the years.

