

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

1830 hrs 29th June 2022

Mail Exchange Hotel

Speaker

Philip Cornish acting CEO Mission to
Seafarers Victoria



Victorian Regional Channels
Authority

From The Branch Master

The May meeting was the alternate format of a combined event with MLAANZ. We had 26+ attendees which I think indicates good support. A summary of the presentations is part of the Log. This type of event could be conducted a few times a year on suitable topics. Though not as a replacements for our dinner meetings. I thought I would share one of the challenges of berthing a modern naval unit at a non-naval port. For the Anzac Day weekend/celebration HMAS Parramatta, ANZAC Class frigate berthed at the Corio North berth, Port of Geelong for the duration of the visit. Corio North is a commercial berth with large rubber faced fenders attached to the wharf face. Ideal and suitable for a conventional merchant ship hull shape. A modern naval unit's hull sides are not so uniform in shape. In the case of the Parramatta the hull from the main deck slopes inward to the waterline with a fold that further increases inward angle about half way between the main deck and the waterline. The result is that fendering may not reach the hull side before the main deck area touches the wharf. I have included a photo which shows the additional Yokohama fendering that was placed in alignment with the wharf fendering to ensure the ship was held off.

The following is an excerpt from the Parramatta Post Visit Report (PVR). A PVR is prepared by all naval units after a port visit to a non-naval port.

“Parramatta (PAR) berthed PST North Corio Quay Berth 1. The wharf was made of concrete with fenders protruding approx. 2M from the concrete. PAR had two black Yokohama fenders placed outboard of the wharf fenders which kept PAR comfortably off the berth. Due to the positioning of the wharf fenders the fwd Yokohama was placed further aft than normal which meant there was a tendency for the bow to come towards the wharf during berthing, however this was able to be rectified by putting more weight on the aft lines. Without the Yokohama fenders this berth would not be suitable for light skinned warships as there is not enough give in the wharf fenders alone and could cause damage to the hull. The wharf bollards were of good construction with minimal apparent wear. “

I would also like us to reflect on the tragic loss of the Centaur during May 1943. A short narrative of the loss follows.

On 14 May 1943 Centaur was en route from Sydney to Cairns when she was sunk by a Japanese submarine south of Moreton Island, off the Queensland coast. From the 332 people on board only 64 survived. Shortly after 4 am on 14 May, while most people were asleep, a torpedo struck Centaur's port side, hitting the oil fuel tank which ignited in a massive explosion. The bridge superstructure collapsed and the funnel crashed onto the deck. Everything was covered with burning oil and a fire quickly spread. Concurrently water rushed in through the gaping hole in her side. Many of those on board not killed in the explosion or fire, were trapped as the ship started to go down bow first, and then broke in two. In just three minutes Centaur was gone.

On a lighter note, as part of the April Log was my Bio with a photo. If any member can correctly identify the location of the photo a bottle of wine awaits. Red or White depending on the member's preference. If there is more than one correct entry we will use the names in a hat method to select a winner. The Prize does need to be collected at one of our monthly events.

Send your entry to melbourne@mastermariners.org.au

Fair Winds and Following Seas

Graeme



Queen's Birthday Honours List

Congratulations to Ravi Inder Singh Nijjer who was made a Member of the Order of Australia (AM) for service to maritime transport safety.

Congratulations to Commodore Gregory John Yorke CSC RAN who was made a Member of the Order of Australia AM(Military) for service to the Royal Australian Navy in senior command positions.

Applications for Membership

The following applications for Membership of the Melbourne Branch have been received:

Seamus Gerard Quinn has applied for Associate Membership. Seamus is the President Of Stella Maris Melbourne.

Lee-Anne Diano has applied for Associate Membership. Lee-Anne is the Manager of Stella Maris Melbourne.

Hemant Rudra has applied for Ordinary Membership. He obtained his Masters Certificate in the UK in 1996 and is a Marine Specialist with DLR Navigation Pty Ltd.

Dale Drego has applied for Ordinary Membership. He obtained his Masters Certificate in Mumbai in 1977 and is a Senior VTS Officer with Ports Victoria.

Garvin Alves has applied for Ordinary Membership. He obtained his UK Masters Certificate in 2007 and is a Senior VTS Officer with Ports Victoria.

Branch News

Congratulations to Branch Treasurer Mario D'Souza who received a Certificate of Appreciation from Australia Industry Standards for his contribution as a member of the Autonomous Maritime Systems Technical Advisory Committee in the review and development of the Maritime Training Package.

A range of sub surface and surface remotely operated and autonomous vessels are already in operation in Australia. AMSA requires that these vessels must be as safe as manned vessels. There is a need for a national standard approach to training for the operation of those vessels.

The technical Advisory Committee consisting of two staff members from the Australian Maritime College, two Master Mariners who teach at universities in Queensland and Sydney and Mario D'Souza, developed draft material for a new Certificate III qualification, eight units of Competency and three skill sets. The qualifications must be relevant, future focused and continue to meet the needs of industry.

The June Meeting will be held at the Mail Exchange Hotel on Wednesday 29th June. The meeting will mark "The International Day of the Seafarer" which is celebrated each year on the 25th June. This year the theme is "Your voyage- then and now, share your journey" This year IMO is asking seafarers to post two photos one of their first voyage and one of the latest or most recent voyage and to tell what has changed and what are the issues that resonate with them currently. Please send any photos you have and I will publish your photos in next months LOG.

The speaker at our meeting will be Philip Cornish the acting CEO of the Mission to Seafarers. He will speak about seafarers welfare and what MtS is doing to assist.

Presentation to Alex Evered



During the May meeting Alex Evered was presented with a plaque commemorating the 14 years that she spent as Branch Secretary. Peter Bosman spoke about the outstanding contribution that Alex made to the conduct and success of the Branch. It was through Alex that we were able to develop our relationship with MLAANZ so it was most appropriate that the presentation took place during the joint meeting. Her contribution as Secretary will be missed but Alex has agreed to stay on the Court so her knowledge of the industry and the people in it will not be lost.

ATSB Report on mv”Goliath” Collision with Tugs in Devonport

The ATSB has released its preliminary report into the collision between the bulk carrier “Goliath” and the tugs “York Cove” and Campbell Cove”. The incident occurred on 28th January 2022 at Devonport.

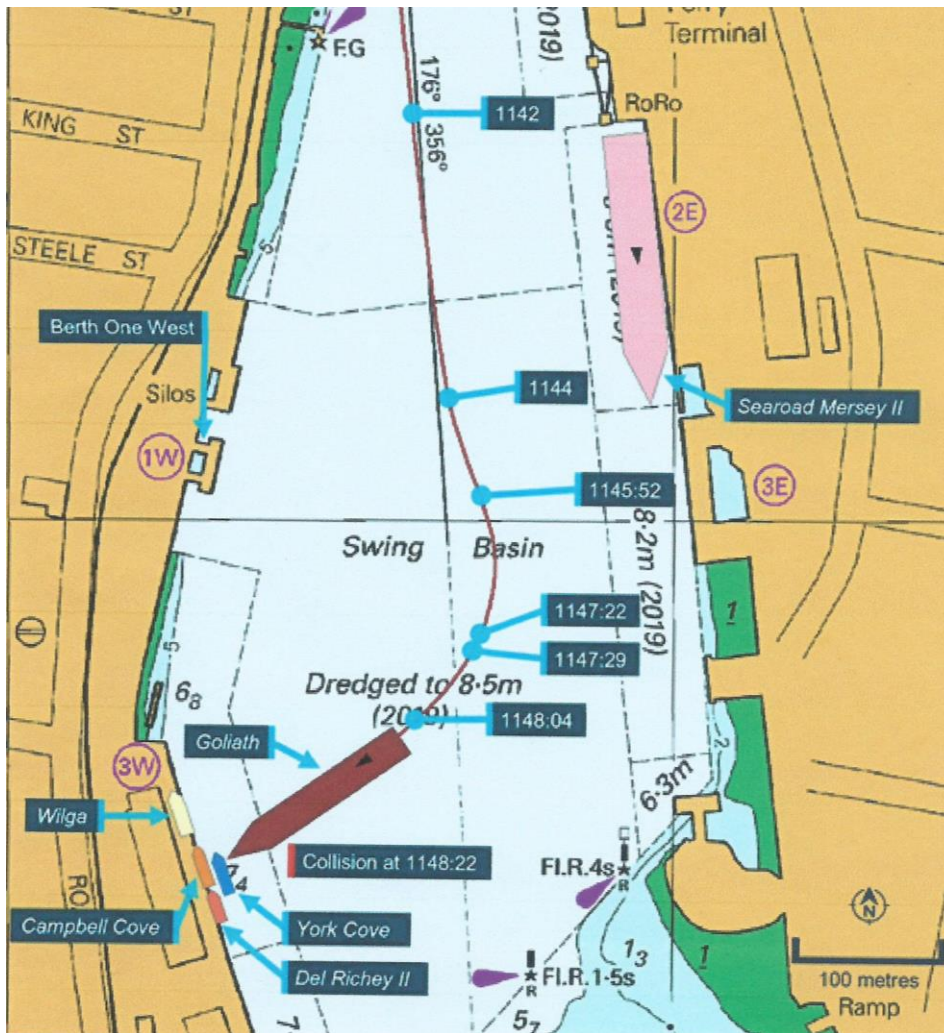
Being a preliminary report it does not include any analysis, findings or conclusions but gives a record of events and other factual information.

A final report will be released at the conclusion of the investigation.



Immediately before the collision

“Goliath” proceeded into the Port and when it reached the Swing Basin the intention was to turn the ship around and berth Portside to 1W. On arrival at the Swing Basin the helmsman was dismissed and the Master moved to the port wing to con the ship using the port wing console to control the engine, rudders and bow thruster. The 2nd Mate remained in the wheelhouse to handle communications etc.

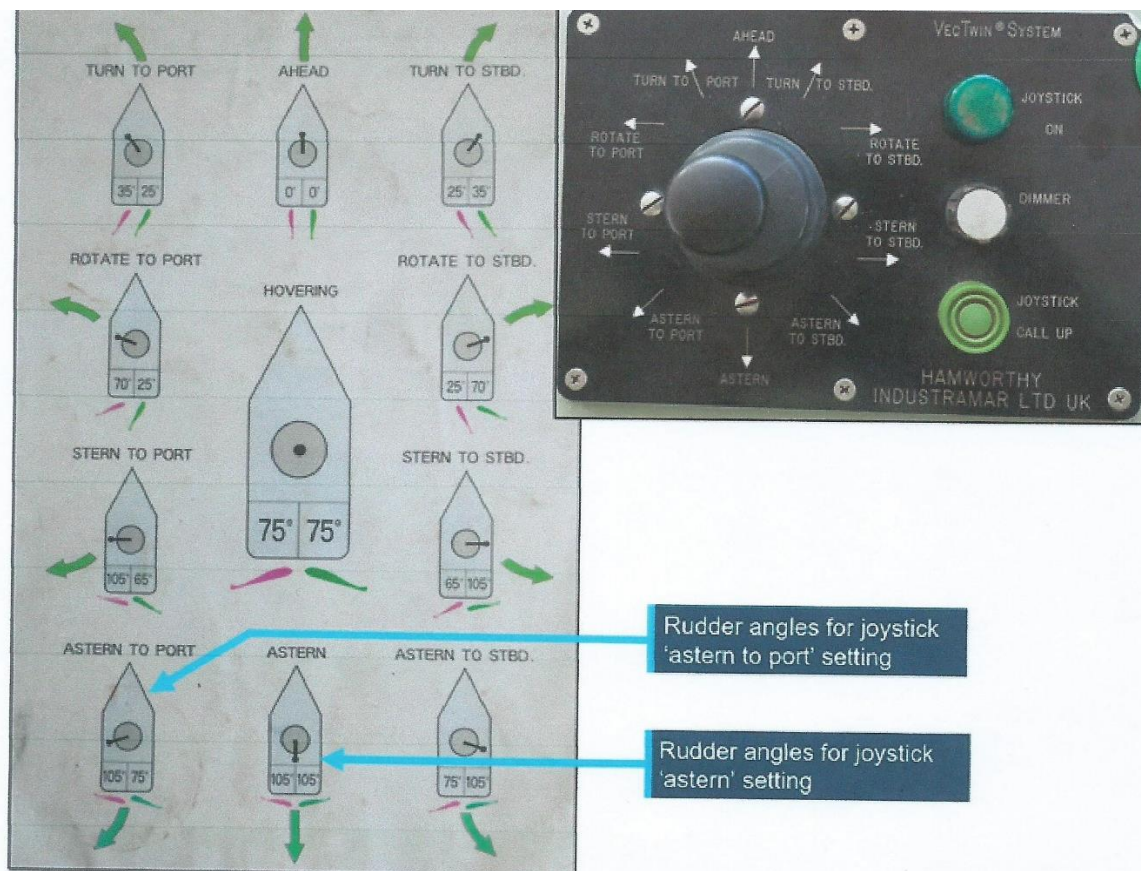


When the Master realized that the ship was not swinging to starboard as quickly as expected and was closing on the tugs berthed at 3W he set the VecTwin joystick to the “Astern” setting and put the main engine to Half Ahead then Full Ahead. The ship’s speed ahead increased to 4.7 knots. The Master checked the rudder angle indicator and found that both rudders were amidships and not at the angle corresponding to the VecTwin joystick setting. The engine telegraph was placed to STOP. “Goliath” struck the tugs causing both to sink and be declared a constructive total loss. There were no people on the tugs at the time. Damage to “Goliath” was minor.

The Second Mate checked the steering mode selector switch on the wheelhouse steering console and found that it was still in manual steering mode. Steering control was regained and the ship berthed without further incident.

“Goliath” was fitted with VecTwin steering system comprising of two Highlift Schilling rudders installed symmetrically behind the propeller. Each rudder was independently driven by a rotary vane steering gear unit.

When steering in autopilot or manual steering modes the two rudders operate in unison based on rudder angle commands from the autopilot or manual steering wheel.



In VecTwin mode a joystick is used to select pre-set combinations of rudder angles which in combination with ahead inputs on the ships main engine generates thrust in different directions to enhance manoeuvrability at slow speed.

May Speakers Summary



The May meeting was a joint function with MLAANZ. The topic for the night was ECDIS – is it an AID or a hindrance to the safety of navigation? To discuss the subject three speakers from different areas of the shipping industry were invited to give presentations.

The first speaker was Malcolm Collins from AMSA Melbourne who commenced his talk by discussing the introduction of ECDIS and the supporting regulations.

Australian ships must have either a second independent ECDIS or a folio of up to date paper charts for the intended voyage. The ships officers must be familiar with the make and model of the ECDIS on-board. They must have undertaken generic training and type specific training which cannot be trickle-down training.

Port State Control may ask to see evidence of training and use of equipment on board. Common deficiencies found during PSC/FSC inspections are:

Safety settings incorrectly set.

Not familiar with safety contours and depth functions.

Unable to locate presentation library version number.

ENC's for voyage missing or not up to date

Sensors not connected.

Alarms isolated/silenced

No manual position fixing verification.

Malcolm spoke about studies into groundings which revealed a mismatch between the use of ECDIS and the intention of its design and standards. Amongst the problems identified were:

Distraction by alerts and alarms.

Impracticality of frequently adjusting safety contours.

Interface and menu complexity.

Difficulty of manual tasks.

ECDIS is framed and audited in the context of paper chart practices as is navigation training. Malcolm concluded by saying that AMSA is aware of the risks associated with new technology and is active in international forums to develop fit for purpose goal based regulations.

Tristan Shandy a Senior Transport Safety Investigator with ATSB gave a very comprehensive presentation on the grounding of the Australian Border Force Cutter "Roebuck Bay" on Henry Reef at 0025 hrs on 30th September 2017. The vessel was on passage from Saibai Island in Torres Strait to Lizard Island. "Roebuck Bay" is a regulated Australian vessel and was equipped with ECDIS.

The passage plan for the voyage through Wreck Bay was based on a plan previously used but the shifting of a way point resulted in the route being inadvertently plotted across Henry Reef.

The route was checked visually and by using the ECDIS route safety check function. The Master and Navigation Officer's visual check of the route did not detect the isolated danger symbol possibly due to a misunderstanding of chart symbology. The correct use of the ECDIS route danger safety checking function would have revealed the presence of Henry Reef on the planned route. Inadequate understanding of the ECDIS safety functions resulted in the danger going undetected during the planning stage.

Because of a narrow setting on the look ahead safety check function and the charted position of the Henry Reef point feature the danger was not detected as the vessel approached the reef.

To gain a proper understanding of the issues involved in this grounding you should read the ATSB report into the incident. They are too complex to be adequately covered in this summary of Tristan's presentation.

The ECDIS software installed on "Roebuck Bay" was a military version and not the approved civilian version which should have been in use given that "Roebuck Bay" is an Australian regulated vessel. The result was that the software had not been updated to the new IHO Presentation Library PL4.0 which would have highlighted Henry Reef during the visual inspection of the route.

The Australian Hydrographic Office identified 2,200 point features potentially affected by the point feature safety issue and an obstruction area will be encoded around the existing underwater, awash rock, obstructions or isolated danger symbols.

Border Force has improved its ECDIS training and will include passage planning, watch keeping and the use of ECDIS during annual maritime operational compliance audits of vessels.

The ATSB report into the grounding of "Roebuck Bay" concluded with the following words:

The implementation of ECDIS and the replacement of paper charts has introduced certain risks to the conduct of marine navigation as highlighted in this investigation.

While the challenges faced by regulators, manufacturers, hydrographic officers and others concerned parties in resolving these risks is acknowledged the ultimate goal must be to eliminate significant risks or at least reduce them to an acceptable level in terms of navigational safety.

The final speaker was Tom Morrison a Senior Associate with HFW who identified the dangers with the use of ECDIS as:

Poor system set up.

Poor navigation planning

Poor system knowledge

Failure to comply with SM's

Solely relying on system

Disabling, circumventing or ignoring alarms

Tom used the example of the CMA CGM Libra a large container ship that grounded on an uncharted shoal near Xiamen China in 2011. A dispute over general average alleging actionable fault on the part of owners resulted in the case being heard by the High Court who found that the passage plan was defective because it did not include on old Notice to Mariners warning that depths were less than chartered. The defective passage plan was causative.

The Court of Appeal found that errors in navigation (including a defective passage plan) can render a vessel unseaworthy. This was also the finding of the Supreme Court. This is relevant to ECDIS because:

ECDIS is used to appraise, plan, execute and monitor the vessels passage.

Proper training in the use of ECDIS will go to the vessels seaworthiness.

Deficient passage planning on ECDIS can make the vessel unseaworthy.