The Log

August 2019

Melbourne Branch

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

Kindly Sponsored by:
Victorian Regional Channels Authority

NEXT MEETING 28th August 2019

Speaker Captain Ravi Nijjer

Navigation in the 21st Century

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Victorian Regional Channels Authority

From the Branch Master

COMMA has made a donation of $7,000 to the Merchant Navy War Memorial Fund of which $1,500 was contributed by the Melbourne Branch

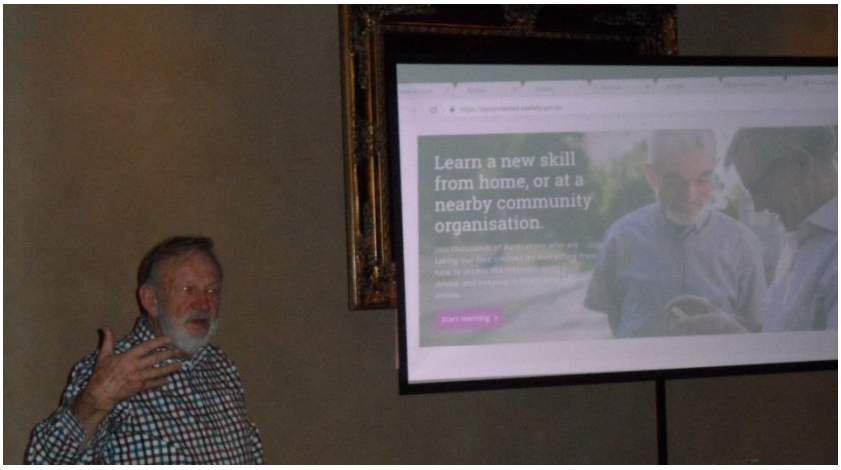
COMMA Federal Master Captain Ted van Bronswijk who is a member of the Board of Directors of the Fund thanked all the Branches for their generous support.

COMMA will be acknowledged on a plaque near the memorial as a substantial donor.
The work is to be completed in time for the Annual Merchant Navy Commemoration on Sunday 20th October.

The scope of the work involves an extension to the existing Ceremonial Podium and the installation of four new pre cast panels. On each panel will be mounted a large brass plaque listing the names of the fallen and their ship.
Supplementary works involve a general upgrade of the area and maintenance related items.

Capt. Ian French

Be Connected



During our July meeting, Dick Lowry, from Offshore and Specialist Ships Australia (OSSA) gave a talk on the Be Connected Program. The British charity Good Things Foundation supports a diverse range of community organizations to deliver the Be Connected Program which is an Australian Government initiative to help older Australians improve their digital literacy. OSSA is a Be Connected network partner. The Good Things Foundation believes that digital technology can support equality of opportunity and ensure everyone can participate fully in today's society.
Dick explained the procedure for joining up and that no obligations are imposed by membership. Membership gives you access to a wide range of free courses covering everything from getting started with computers to more advanced topics like internet shopping and applications.
The section on avoiding scams and tricks contains information on the phishing scam, the unexpected money scan and the money for nothing scam.
If you would like further information contact dick.lowry@ossa.org.au

"ROEBUCK BAY"

The Australian Transport Safety Bureau has issued its final report on the grounding of ABFC "Roebuck Bay" on Henry Reef while on passage from Saibai Island in Torres Strait to Lizard Island.

"Roebuck Bay" is a 38.2 metre cutter operated by Australia Border Force and used ECDIS as it's primary form of navigation.

A previously used passage plan was amended with the new route inadvertently plotted over Henry Reef.

Although the reef was shown on the electronic chart the crew's ability to check the amended route was limited as their training was not effective in preparing them for the operational use of their ECDIS.

The Officers expected that the ECDIS would not save a route plotted across a chart danger and had a misunderstanding of the ECDIS safety checking function.

Roebuck Bay Contd

ECDIS type specific training should be designed so that operators understand the functionality, capabilities and limitations of the equipment. “Roebuck Bays” ECDIS had not been updated to the latest International Hydrographic Organisations standards and lacked the enhanced safety feature of a new presentation library of symbology.

The use of point features on electronic charts to represent areas of relative significant size can increase the risk of hazards being misinterpreted and reduce the effectiveness of ECDIS safety checking functions.

ECDIS allows the operator to change the scale of the chart and single point features representing rocks, wrecks or other isolated dangers appear progressively smaller as the scale is changed creating the impression it is clear of the ships route or further away than it actually is.

The ATSB while recognising the many safety benefits of ECDIS warn that navigation with ECDIS is fundamentally different from navigation with paper charts and has introduced some unintended risks to navigation.

The full report is available on the ATSB web site. www. atsb.gov.au

Speakers Summary

Jay Ludowyke was watching the television program “Antiques Roadshow” when a collector brought in a medal that was awarded to members of the crew of Carpathia for their role in the rescue of the survivors of the Titanic. This stimulated an interest in the Carpathia which became the subject of her Doctorial thesis and her book “Carpathia : The extraordinary story of the ship that rescued the survivors of the Titanic”

Carpathia owned by the Cunard Line was built in Newcastle upon Tyne and sailed on her maiden voyage in May 1903. The 13,555 GRT ship was 558 feet in length and carried 2500 passengers most of them in 3rd class.

Jay spoke about the social attitudes of the Edwardian era including the Golden Years pre WW1. This was illustrated by photos of the accommodation provided for the different classes of passengers on ships at that time. There was a lot of prestige and national pride involved in the North Atlantic liners. Some like Titanic were built for luxury while others like Mauretania which held the Blue Riband for 20 years were built for speed.

Speakers Summary Contd.

The night Titanic struck the iceberg there was no moon and it was a flat calm. The iceberg would normally have been visible at 2 miles but on this night it was only seen 60 seconds before the collision. Titanic tried to avoid the iceberg but only succeeded in scraping along the side of it and opening up too many watertight compartments resulting in the ship sinking due to progressive flooding.

Jay related the story of how the Radio Operator on Carpathia happened to call up Titanic before he was about to turn in for the night and heard the news that Titanic was sinking, Carpathia proceeded to the area at full speed which was only about 15 kts and arrived too late to save anyone who was not in a lifeboat. Those who were in the water died very quickly of hypothermia.

The sequence of events was

14th April 1912	2340	Titanic struck iceberg
15th April 1912	0035	Commenced sending distress messages
	0220	Titanic sank
	0400	Carpathia Arrived
	0830	All survivors picked up
18th April 1912	0930	Survivors arrive in New York.

The Captain of Carpathia became a celebrity and received many awards including a Congressional Medal of Honor from President Taft and many years latter a knighthood.

During WW1 Carpathia was converted into a troop ship and not long before the end of the war was torpedoed and sunk by U-55 on 17th July 1918. Five members of the engine room crew were killed.

Dr. Ludowyke gave a very interesting and entertaining talk with many anecdotes and numerous photos

Merchant Navy Day

Shrine of Remembrance - Melbourne

Discovering SS Iron Crown 3 September 2019

Hear from Emily Jateff who was Chief Scientist on board RV *Investigator* when it discovered the final resting place of SS *Iron Crown*. The vessel, sunk by a Japanese submarine off the Victorian coastline in June 1942, was discovered in 2019 in a collaboration between CSIRO and Heritage Victoria.

Presenter: Emily Jateff
Date: Tuesday 3 September, midday
Location: Education Centre, Shrine of Remembrance
Cost: $5, free for Shrine Friends

The annual Merchant Navy service will follow at 2pm.

Support the Shrine by becoming a Friend and access exclusive benefits such as invitations to exhibition launches and attend public programs for free.