

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 February 2018

1800 for 1830

Mail Exchange Hotel

Cnr Bourke and Spencer Streets Melbourne

Speakers Marcus Ekholm and

**Alison Saunders MIAL Overview and the
Satellite Based Augmentation System**

In this issue:

- From the Branch Master
- Our new meetings venue
- Australia Day Honours List
- US Navy collisions report
-
-
-
-
-
- Upcoming Events



Victorian Regional Channels
Authority

From the Branch Master



The Federal Court members held a telephone conference call on 12th December and some important issues were discussed.

It had been the intention to hold a Master Mariners Congress in Fremantle in April this year. When Informa decided they were not interested in being the event organizer MIAL was contacted.

Investigations by MIAL and the COMMA organizing committee found that there was not sufficient corporate interest in WA to ensure that the congress would be a financial success. Therefore the congress will not be held but MIAL has suggested the possibility of a MIAL/COMMA congress on the Gold Coast in May.

The 2018 Federal AGM was to be held in Fremantle in conjunction with the congress but now without a congress it was decided to save the money and hold the AGM by telephone conference call.

In recent years the Federal Court has relied on the profit from congresses to pay some of the costs of running the Federal Court. Without this source of income we must look to reducing expenditure.

The largest single expense of the Federal Court is the “Master Mariner” magazine. To produce, print and post out the “Master Mariner” costs \$5,000 per edition and there are three editions each year.

Most of this money can be saved if the magazine is produced and distributed in electronic form in the same way the Melbourne “LOG” is produced.

Under this proposal only a small number of magazines would be printed for those members who do not have email.

The other question yet to be resolved is who is going to take over as editor when Joanna finishes this year.

The next court meeting is expected to be held in March.

Capt. Ian French



Kindly sponsored by:
Victorian Regional Channels Authority



OUR NEW MEETINGS VENUE

At the end of November CQ Functions sent us their list of charges for 2018.

In the accompanying letter they explained that because of our small numbers at meetings their current charges sometimes did not cover their costs. As a result they were increasing their charges for the first time in many years.

The increase in charges we may have been able to accept but they also required a minimum spend of \$1,500 per meeting. With an average attendance of 20 it would cost \$75 per person which was far too expensive and of course at some meetings we have less than 20.

To stay at CQ we would need to have an average attendance of at least 30 and although the branch has over 100 members it is many years since we have had attendances of that size.

There was no choice but to find another venue for our meetings. A google search revealed that it would be difficult to find a venue in the CBD that offered what we wanted at a price we could afford. The problem was again our small numbers and the minimum spend policy which many venues have.

After checking out a few possibilities we settled on the Mail Exchange Hotel which is ideally situated on the corner of Bourke and Spencer Streets directly across the road from Southern Cross Station.

The meeting room is off the Bistro and close to the bar where you can buy drinks at “members” prices. The general set up will be very similar to what we had at CQ except in order to break even we are going to have to charge \$45 which is the first increase in many years.

We look forward to a good roll up for our first meeting at the new venue on 28 February.

AUSTRALIA DAY HONOURS

Congratulations to those members of the maritime community who received awards in the Australia Day Honours List.

T

Dr Rosalie Pam Balkin of Nicholls ACT who received an AO “For distinguished service to maritime law through roles with a range of organisations, to the improvement of global shipping transport safety and standards and to education as an academic and author”.

Warwick Arthur Norman of Williamstown VIC who received an AM “For significant service to the maritime transport industry particularly through the development of environmental risk management systems.”

(At our August meeting Warwick Norman was presented with the COMMA Outstanding Achievement Award. He then delivered the 2017 Boulton Lecture.)



Kindly sponsored by:
Victorian Regional Channels Authority



US Navy Collisions Report

The US Navy has released a report on the collision of USS Fitzgerald and ACX Crystal off the coast of Japan on 17 June and the collision of USS John S McCain and the Alnic MC on 21 August off Singapore

Chief of Naval Operations Admiral Richardson said “Both of these accidents were preventable and the respective investigations found multiple failures by watchstanders that contributed to the incidents”

In the case of the Fitzgerald and ACX Crystal collision there was a lack of adherence to sound navigational practices and a disregard for established norms for basic contact management and protocols to prevent collisions. There was a failure to use the radar correctly and the CO had not been called in accordance with his standing orders.

The collision between John S McCain and Alnic MC resulted primarily from complacency, over confidence and lack of procedural compliance. McCain's Commanding Officer disregarded recommendations from his senior officers to post additional personnel on the bridge to ensure the safe and effective operation of the ship. When the helmsman was having difficulty steering and controlling the engines the CO ordered the engine control to be passed to another console. When they did this, steering control was inadvertently also transferred causing the helmsman to incorrectly believe the ship had suffered a steering gear failure. In the confusion that followed because the bridge team including the CO and XO were not properly trained in the operation of the console system they were not able to regain control of the steering or the engines and the collision occurred.



Kindly sponsored by:
Victorian Regional Channels Authority

