

Melbourne Branch

The Log

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



- **Joint Function CoMMA / MLAANZ / NI**
5.30 for 6.00 pm 30 July 2014
Coastal Shipping Reforms, Nic van der Reyden,
Partner HFW
- **Melbourne Branch Meeting, August**
12 for 12.30 pm 27 August 2014
A Light Hearted Look at the Legal Definition of
“Ship”, Matthew Harvey, Barrister
- **Melbourne Branch Meeting - September**
6 for 6.30 pm 24 September 2014
- **Melbourne Branch Meeting - October**
6 for 6.30 pm Thursday 30 October 2014
Capt Robert McCabe, President of the NI

In this issue:

- From the Branch Master
- Branch News
- Branch Roundup
- Members' Lounge
- Speaker Summary
- Industry Issues
- Upcoming Events

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“Get out of the way”

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From the Branch Master

Wednesday 25 June was the International Day of the Seafarer so it was befitting that we invited representatives from the Flying Angels and Stella Maris to dine with us and tell us a bit more about the work they do to give seafarers from around the world a safe haven when they arrive at the several ports around Australia. We have all of us at one time or another during our sailing days enjoyed the hospitality of the mentioned seamen's clubs. So it is but right that we try to give back not only to the clubs, but also to the hundreds of today's seafarers who find themselves in the same predicament we were in so many years ago. There are numerous ways in which we can volunteer our time/services to the missions or at least drop them a donation to keep their services sustainable.

The Company of Master Mariners is in a static state at the moment, with regard to membership numbers. It is an unfortunate statistic that we are losing as many members as we gain each year. There's two ways to look at our company. On the one hand we are a social group of like-qualified professionals who get together once a month (and privately I dare say a lot more often) to gossip and reminisce and discuss the general health of the maritime industry. On the other hand, we are also the highest qualified of sea-going professionals and therefore there could be no better organisation than the Company of Master Mariners to provide expert opinion to the government and to the maritime industry regarding sea-going operations.

It is imperative therefore, that our numbers grow – if each of us could find just one other master to join our company, we would double our numbers faster than you could hoist the ensign. But not just with retired master

Capt. Francis Castellino



mariners but also with masters still in command of vessels. To make it easier to find masters of significant relevance, the Federal Court is asking that Ordinary Membership be extended to persons holding a Certificate of Competency as *Master Class 3* which is known these days as *Master <80m* and in the days when most of us went to sea, *Master Home Trade*. I'm sure that the modern day master can teach us a thing or two about electronic navigation and ship handling.

Speaking of keeping the numbers going at our monthly meetings, I find that the attendance is very erratic from one month to the next and I invite all members to have their say – in private or in public – whether their preference is for luncheon or dinner meetings, the venue, the price and suggestions for speakers. Also, should joint functions be held in addition to our monthly scheduled meetings? It is only with the input from all our members that our Branch can continue to remain vibrant and engaging.

Now here's a story that may warm the hearts of the traditional sailor: One morning the shipwrecked mariner noticed something floating towards the deserted island that had become his home since his ship sank six months ago. As the object came closer, he realised that it was a large barrel. He very soon thereafter realised that hanging on to the barrel was a very scantily clad woman. In fact she was the most beautiful woman he had ever seen.

Arriving on shore the woman left the barrel and slowly and suggestively walked toward the sailor. She whispered into his ear, 'I have something you want!' The mariner broke into a run towards to breaking waves yelling, 'Don't tell me you've got beer in that barrel.' And with that, another month has slipped us by. See you all (or as many of you who can) on 30 July.



Branch News

Master Class 3

An Explanation of the Standards for Certificates of Competency



As Many of you will be aware, in an effort to boost our membership numbers, consideration is being given to opening up our membership to those holding Master Class 3 certificates.

However, some of our members

have requested clarification as to the definition of "Master Class 3". I shall attempt to explain below:

These days there is more than one avenue to achieve any of the qualifications mentioned below. The idea behind it all was to create a pathway for the little fellow running a punt across the Yarra to build up to being Master of unrestricted operations. Therefore, there are too many variables to the pre-requisites regarding qualifying sea service for each qualification, to be able to report succinctly on a single sheet of paper. That's why I have provided just the salient points and have made reference to the AMSA documents, that members may read to their heart's content.

Currently there are two Standards for a Certificate of Competency issued by AMSA.

1. Certificates issued in accordance with the IMO's Standards for Training and Certification of Watchkeepers (STCW) Convention. This is the conventional 'foreign-going' qualifications.
2. Certificates issued in accordance with the National Standards for Commercial Vessels (NSCV). These are

the 'Home Trade' qualifications to operate domestic commercial vessels in Near Coastal waters - typically up to 200 nm of the coast off the coast of Australia. Pre-requisite training and qualifying sea-service differs slightly with each Standard. Having said that, candidates for all of the below mentioned certificates require to have extensive sea service (as summarised below) in the sea areas pertaining to the certificate applied for and besides completing all other navigational, stability and safety courses, they must also complete the approved modules in command navigation, shipmasters business & management and vessel operations & administration.

Under the **STCW** the following qualifications are relevant to us:

Master: Formerly Master Class 1 or Master FG. Qualified to command any vessel of any tonnage in any operating area.

Master <3000 GRT: Formerly Master Class 2. Qualified to command any vessel of less than 3000 GRT in any operating area. Typically these vessels are up to 100 metres in length.

These two classes of Certificate are currently acceptable for Ordinary membership.

Master <500 GRT: Qualified to command any vessel of less than 500 GRT in any operating area or vessels less than 3000 GRT within Near Coastal waters. This is a new qualification to encompass deep sea (cross-continental) tugs, supply vessels and tenders. Typically these vessels are up to 35 metres in length. To qualify as a Master <500 GRT, the person must have completed at least 72 months sea service of which at least 36 months must be in charge of a navigational watch on vessels greater than 24 metres length. More information regarding this certificate can be found under AMSA Marine Order 71.



Under the **NSCV** the following qualification is relevant to us:

Master <80m (NC): Formerly Master Class 3 and prior to that would have been the Home Trade Master qualification. Qualified to command domestic vessels less than 80 metres in length within the Near Coastal Waters of Australia. This is the most common certificate for masters of tugs, supply vessels and tenders, typically operating within 200 nautical miles of the coast and that do not visit foreign ports. The certificate may be endorsed to operate up to 600 nm off the coast provided that the vessel does not enter the Exclusive Economic Zone (EEZ) of another country. To qualify as a Master <80m (NC), the person must have completed at least 44 months sea service of which at least 16 months must be in charge of a navigational watch and 8 of those months on vessels greater than 24 metres length. More information regarding this certificate can be found in AMSA Guidance Notice 722.

In Summary:

A Master <500 GRT can act as Master <80m (NC) but the reverse is not permitted.

Both these qualifications are appropriate to our proposal to open our Membership to holders of Master Class 3 Certificates of Competency.

I hope this goes some way to explaining the qualifications and look forward to receiving Members' further thoughts.

Capt. Francis Castellino



Branch Roundup

Readings & Applications

The following applications have been received for tabling to Members:

- Captain Richard Pocock, Ordinary, NSW
Richard is retired after a career in shipping business and involvement as a board Member of the AMC
- Gordon Brian Dunnett, Associate, QLD
Gordon works as a Pilot/Superintendent at Cape Preston (WA) and lives in Queensland
- Sarah Faye Robinson, Associate, WA
Sarah is the Master on the STS "Leeuwin"

If you have any comments regarding these applicants please forward these to the Branch Secretary.

Technical Committee

Thank you to all those members who have put their hands up to sit on the Melbourne Branch CoMMA Technical Committee. This is very much appreciated. Nominations are still coming in from other branches and the details of how the committee is to be structured are not yet decided, but it is great to know that Melbourne Branch will be well represented.

If you would like to take part, please fill out the form on the last page of the Log and send it in or give it to Alex at the next meeting.

Meeting Venue

Back in August 2011 the Court undertook an extensive review of possible meeting venues to hold our monthly get togethers. At that time, meetings were being held at the RACV in Bourke Street. There was no question that the RACV offered excellent facilities and had served us well for a number of years. However, it came at a price and

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this was steadily rising each year. At that time the RACV was charging \$50 pp excluding drinks and had advised that a further price rise to \$55 would shortly take effect. On top of this, branch funds were required to fund the cost of the guest speaker's meal and a small gift.

Reluctantly, the Court felt that it had reached its ceiling so far as price was concerned and that any further price increase would probably not be welcomed by Members.

In searching for a new venue various criteria needed to be considered. These were:

- Location;
- Ease of access to public transport and / or parking;
- Room hire costs;
- Whether a minimum number of attendees was required;
- Whether there was any minimum spend required;
- Whether there was any fixed term contract;
- Audio visual costs;
- Catering costs;
- Beverage costs; and, lastly,
- Provision of a room for the Court meeting beforehand.

After consideration of all these factors, CQ Functions was chosen as our new meeting venue with considerable cost savings being passed on to Members. The cost of the dinner/lunch was \$35 pp. By charging \$40 pp the Court was able to ensure that the cost of a meal for the guest speaker and a small gift was covered without the need to continue to "dip" into Branch funds.

The Court is always willing to consider alternative options and is happy to hear from Members in this regard.

However, at present the Court believes that CQ Functions continues to offer us good value for money and appropriate facilities to enable us to attract high caliber speakers.



Members' Lounge



This is the place to escape to for a laugh, to share a memory or a good yarn, or perhaps an idea, opinion or even a gripe with your fellow members. Not all members can attend meetings, so consider this your 'monthly catch-up on a page'. Contributions are welcome...

email joanna@northandtrew.com

or phone me on **03 5250 6323**

Don't forget the web!

Just in case you can't access your Log, you can find much information about the branch, including the Court, a list of all members and Alex's full contact details on our website www.mastermariners.org.au.

Good for a Chuckle

Why don't sheep shrink when it rains?

Why didn't Noah swat those two mosquitoes?

Why is 'abbreviated' such a long word?

Why is it that doctors and attorneys call what they do 'practice'?

Why is the time of day with the slowest traffic called rush hour?

Why are they called apartments when they are all stuck together?

Why is the man who invests all your money called a broker?

Why is 'abbreviated' such a long word?

Why don't you ever see the headline 'Psychic Wins Lottery'?

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Speaker Summary - June

Day of the Seafarer

To celebrate the 25 June 2014 we were delighted to welcome James McCully from the Stella Maris Seaman's Centre and Bill Reid from the Mission to Seafarers who brought us up to speed with the services provided to seafarers by both organisations.

There are 44 different seaman centres around the globe, but generally, only one centre per port. However, Melbourne is one of the fortunate few to offer seafarers a choice of two.

Bill Reid gave a brief history of the Mission to Seafarers, from its first beginnings as The Missions to Seamen in the UK in 1856. Soon Anglican ministries were established in other ports around the world, and in 1857 the Melbourne Seaman's Mission was founded and has been in its current building (designed by Walter Bulter) since it was built in 1917. The MtS adopted the image of the angel and today the Flying Angel logo is recognised by seafarers around the world as a sign of care, support and friendship. The Missions to Seamen became The Mission to Seafarers in 2000, to reflect its role as a society which cares for all seafarers, regardless of rank, gender, nationality or faith.

Bill highlighted the changing needs of seafarers over the years. For example, the Norla Dome was once a gymnasium offering some physical relief for those crew suffering cramped and crowded conditions on board ships for many days at a time. These days the Dome is now an art exhibition space and is used for fundraising activities such as the ANL Art Prize and Exhibition.

However, an essential component of any mission is spiritual support, and the Mission's lovely Chapel is still in



James McCully from Stella Maris with Court Member Patrick O'Sullivan and Bill Reid from the Mission to Seafarers.

use for this purpose. Additionally, the MtS offers a safe and secure place where seafarers can relax away from their busy working environment, contact their families by telephone or email, and receive counselling and support. The MtS provides transport for crew from vessels in port into town and can supply SIM cards, exchange currency and provide access to free WIFI. The MtS does not receive any funding and relies on the proceeds of wide ranging fundraising activities and donations.

The Stella Maris Seafarers' Centre in Melbourne is the biggest and busiest seafarers' centre in Australia. Supporting seafarers since 1902, it is open 24/7 and the customer service starts with ship visits as soon as possible after the vessel's arrival. This can mean very early starts, so the crews can make the most of their time ashore. There are three busses averaging 150 trips to the port every week and there are currently 1500 visitors a month. The centre offers low costs accommodation for sick and injured seafarers as well as those awaiting the arrival of their ship. SIM cards are also supplied by Stella Maris, with top-ups being sent via agents or even directly to captains via email. IT support is also on hand to ensure problems with the crew's own computers are fixed, and 500 loaves of bread are given out every week. There is a Chapel for quiet prayer and reflection and an outdoor garden for rest and relaxation featuring BBQ facilities. Newspapers in a number of different languages are also available.

As you will have gathered, both centres have modernised their services to reflect the changing industry and the different way in which seafarers use their facilities and we urge Members to continue to support both Centres for the valuable work they undertake.



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Industry Issues



Forgacs closes Cairncross shipyard

Published in *Lloyd's List*, 4 July, 2014



Today is the last day of operations for the Forgacs heavy ship repair yard at Cairncross, Brisbane.

There will be no further dry-dockings, ship repair or engineering work undertaken on the site and the company will consider opportunities for its long-term use, a spokesman told *Lloyd's List Australia* today.

“This has not been an easy decision for our company to make and we appreciate that it may present difficulties for some of our customers, but ultimately no viable options were available,” the spokesman said.

Although details are a little unclear at the moment, the spokesman reported that some of the workforce will be made redundant tomorrow (Saturday) and a “small

number” will stay on for a few weeks to decommission the site and equipment.

A total of 25 permanent employees will be “affected” by the closure.

Forgacs will continue to operate engineering businesses at Newcastle, Sydney and Gladstone.

Lloyd's List Australia has sought further details, but the senior executives were unavailable.

According to Forgacs, the Brisbane site is a 15 hectare facility with one of the largest graving docks in Australia.

It could take panamax-size vessels to 85,000 dwt; 263 metres long x 33.5 metres wide (with stabiliser pockets) with deep water access (8.5 metres at LAT).

Other facilities include two dock arms and five travelling cranes of up to 50 tonnes lifting capacity, full wharfage facilities for in-water work with a deepwater berth that is 307 metres long and equipped with a 30 tonne crane.

The site also had equipped workshops with 3500sq metres under cover.

Cairncross had offered dry-docking, in-water, and refit services for cruise liners, container ships, bulk carriers, warships, tankers, ferries, tugs and some other vessels. In addition, the yard undertook heavy engineering work for other industries.

*Pictured: The Forgacs Cairncross site
The graving dock is visible top centre left;*

Photo credit - Google Earth



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ANL Container Line will take over the Toll-owned Perkins Shipping service between the Northern Territory, Timor Leste and Singapore in early August and re-establish a Darwin office



ANL managing director John Lines said PAX would offer customers a new level of shipment options through the line's worldwide network of services, with seamless connection via Singapore and the added simplicity of a through Bill of Lading.

"This is an excellent growth opportunity for ANL as Darwin has been a missing link in our Australian port coverage," Mr Lines said. "It is certainly great to be returning to Darwin after many years' absence and the timing is very opportune with Darwin and Dili's continued development and growth. ANL will use its worldwide resources to facilitate this growth in the region."

Service staff will transfer to the new ANL Darwin office, which will also focus on developing NT business for ANL Container Hire & Sales and ANL Logistics.

Although the service operates officially under the Toll Marine Logistics Australia banner it is still widely known by the Perkins name and this will be retained by ANL, who will designate the service PAX – Perkins ANL Xpress.

Toll acquired Perkins Holdings, the of Perkins Group Holdings, the parent of Perkins Shipping, in mid-2009.

The service format has remained unchanged for many years, offering, sailings Darwin-Dili-Singapore-Dili-Darwin with two small multi-purpose vessels carrying container, breakbulk and project cargo.

Currently, the chartered 377-teu Team Spirit and 391-teu Reliance are used, the latter having replaced Toll's own Kathryn Bay which was sold to Indian owners in April.

ANL says it plans to review and improve the product, which is already used by a number of other carriers including, APL, Hapag-Lloyd and PIL. It is likely the service will shift from TMLA/Perkins' Frances Bay base, which is tide-affected, to Darwin Port Corporation's East Arm Wharf.



Pictured: John Lines; Perkins vessel MV Coral Bay



Fall from the pilot ladder on the bulk carrier *Atlantic Princess*, Whyalla, South Australia on 3 July 2013

What happened

On 3 July 2013, a company representative was boarding the bulk carrier *Atlantic Princess* via the ship's pilot ladder when he fell and landed on the deck of the pilot launch below. At the time, the ship was at anchor off Whyalla, South Australia, loading iron ore from an offshore transshipment barge.

The injured man was provided with immediate first aid and transported to the local hospital. However, he died later that day as a result of his injuries.

What the ATSB found

The ATSB found that while *Atlantic Princess*'s pilot ladder had been rigged in accordance with the relevant international requirements, no further risk assessment was carried out for the personnel transfer. The investigation also found that the company's safety management system provided no guidance relating to actions that should be taken when less experienced personnel were to use a pilot ladder to board or disembark the ship.

In addition, there were no facilities on board the transshipment barge that could be used to provide a safe means of access between the barge and the ship for



personnel transfers with the barge operator's procedures prohibiting such transfers.

The investigation also identified safety issues relating to the content and implementation of the pilot launch operator's safety management system.

What's been done as a result

The ship's managers have issued a fleet safety circular noting that helicopters should be used for transfers of persons other than pilots wherever possible. When this is not possible, they are required to use a safety harness while climbing a pilot ladder. These requirements are to be advised to the ship's agent in advance.

The pilot launch operator's safety management system has been audited and the company is working to improve the system and its implementation. The company's personnel transfer procedures have also been updated.

Safety message

This accident highlights the fact that while pilots may be competent in the use of pilot ladders, it should not be assumed that other personnel are proficient in climbing or descending a pilot ladder, or fit to do so.



Upcoming Events

July 30 Meeting - Joint Function

- Event:** Joint Function CoMMA / MLAANZ / NI
Date & Time: Wednesday 30 July 2014, 5.30 for 6 pm
Speaker: Nic van der Reyden, Partner, HFW
Coastal Shipping Reforms
Location: CQ Functions, CQ Bar
113 Queen Street, Melbourne VIC 3000
Cost Inc GST: \$35 Members. Non-Members \$40
Light Refreshments Included
RSVP: Alexandra Evered, Mon. 28 July, 2014
T: 03 5424 1224 / E alex@baysideshipping.com

August 15 - ICS Gala Dinner

- Event:** Institute of Chartered Shipbrokers
Gala Dinner
Date & Time: Friday 15 August 2014, 6.30 to 11.30 pm
Speaker: The Honourable David Hodgett, MP,
The Victorian Minister for Ports and
Minister for Major Projects
Location: The Langham Hotel, Melbourne
Cost Inc GST: Members and guest \$90 pp
Students and guest \$80 pp
Non-Members \$100 pp
RSVP: 1 August, 2014
T: 03 9895 4482 or register online at
www.icsanz.com

August 17 - Operation Pedestal

- Event:** 72nd Anniversary of Operation Pedestal
Wreath Laying Ceremony
This moving ceremony is held by the Maltese
Association to honour the Merchant Navy.
Seating is available for CMMA members.
Date & Time: Sunday 17 August 2014, 11.30 am for 12.00 pm
Location: Shrine of Remembrance Forecourt
RSVP: Mr Ben Solar, Friday 8 August, 2014
T: 03 9336 3121

August 27 - CoMMA Meeting

- Event:** CoMMA Branch Meeting
Date & Time: Wednesday 27 August 2014, 12 for 12.30pm
Speaker: Matthew Harvey, Barrister
A Light Hearted Look at the Definition of "Ship"
Location: CQ Functions, CQusine Restaurant
113 Queen Street, Melbourne VIC 3000
Cost Inc GST: Members \$40, Non-Members \$50
RSVP: Alexandra Evered, Mon. 28 July, 2014
T: 03 5424 1224 / E alex@baysideshipping.com

August 30 - Melbourne Regatta Day & Blessing of the Fleet

- Date & Time:** Saturday 30 August 2014, 11.30 am to 5pm
Location: Docklands Melbourne
Cost Inc GST: From \$45 for a 2 hr Cruise and Blessing

September 3 - Merchant Navy Day

- Event:** Merchant Navy Day Brunch
Date & Time: Wednesday 3 September 2014, 11am to 1pm
Further details to come.

October 30 - CoMMA Meeting

- Event:** CoMMA Branch Meeting
Date & Time: Thursday 30 October 2014, 6 for 6.30pm
Speaker: Capt. Robert McCabe,
President of the Nautical Institute
Location: CQ Functions, CQusine Restaurant
113 Queen Street, Melbourne VIC 3000
Cost Inc GST: Members \$40, Non-Members \$50
RSVP: Alexandra Evered, Tuesday 28 October, 2014
T: 03 5424 1224 / E alex@baysideshipping.com



Noticeboard



MALTESE AUSTRALIAN ASSOCIATION



To all members and friends of your Association

INVITATION

The President, Mr. Benedict Soler and the Committee of the Maltese Australian Association have much pleasure in inviting your association to join with us at the commemoration of the

72nd Anniversary of Operation Pedestal In honour of those lost at sea during the convoys to Malta

You are requested to assemble at the Shrine of Remembrance Forecourt where the M.A.A. President will lay a Wreath at the WWII Cenotaph.

All will march to the Shelter of Peace for the dedication in honour of those lost at sea during the Malta Convoys.

All other Wreaths will be laid at the Shelter of Peace.

Date: Sunday 17th August 2014

Time: 11.30am for 12.00 noon start.

Dress: Decorations and service medals.

R.S.V.P. Friday 8th August, 2014
Mr. Ben Soler: Tel. 9336 3121

N.B.: If your association wishes to lay a wreath during the ceremony, please inform the MAA by the R.S.V.P. date.



MELBOURNE REGATTA DAY

AND BLESSING OF THE FLEET

SATURDAY 30TH AUGUST 2014 11.30AM TO 5.00PM

GET ON BOARD



Prices start at \$45 a head for a 2 hour Blessing and Cruise.

Enquiries/bookings:
Bill Reid on 0416 153 116
or
bill@missiontoseafarers.com.au

- Celebrating Melbourne Day.
- Commemorating Melbourne's waterways and maritime heritage.
- Recognising the spiritual significance of all who sail upon the seas.
- Supporting the work of the Mission to Seafarers.
- Formal Blessing of the Fleet by Father Bob.
- A flotilla of vessels, flares, whistles, pipe bands and a display of water cannons from emergency service vessels.
- Cruises around Melbourne's ports to see big ships up close – great photo opportunity.
- The schooner Enterprize will perform a re-enactment of the first landing in period costume. Opportunity go aboard for a short cruise.
- The Alma Doepel volunteers showcasing their recently restored traditional naval 4 oared captains gig.
- Story telling about the first landing as well as street entertainment including works of Shakespeare!
- Vessels available free of charge for short trips around the Basin.
- Bands, vans and local venues will bedazzle Docklands.



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BOATING ASSOCIATION



Caring for seafarers
around the world

www.cruisemelbourne.com.au/regatta.html



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Please debit my credit card Visa Mastercard

Card no: _____ / _____ / _____ / _____ Expiry date: _____ / _____

Name: _____ Signature: _____

Address: _____

_____ Postcode: _____

Email: _____ Telephone: _____

Card No: _____

Date: ____ / ____ / ____

Please fill out the above details and send to:
Mission to Seafarers Victoria, 717 Flinders Street, Docklands 3008
Telephone: (03) 9629 7083 Facsimile: (03) 9629 8450
Email: marketing@missiontoseafarers.com.au

melbourne
717 Flinders Street
Docklands VIC 3008
t.+61 3 9629 7083
f.+61 3 9629 8450



Caring for Seafarers
in Victorian Ports since 1857

Seafarers' welfare works to ensure our oceans and coastlines are in safe hands.



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Got a Story for the Log?

Do you have a story for the Log?

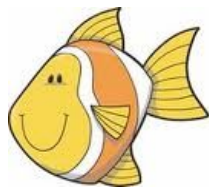
If you wish to make a contribution to the Log please contact the Honorary Editor, Joanna Carson:

email joanna@northandtrew.com

phone 03 5250 6323



Want to
advertise your
event here?



For more information please contact:

Alexandra Evered

E: alex@baysideshipping.com

T: 03 5424 1224 / F: 03 8677 1801

On Line Payments

Just a reminder, we do accept EFT payments for yearly subscriptions and Branch Meetings.

Our banking details are:

Name	The Company of Master Mariners of Australia Limited
BSB	063 141
A/C	1042 1609
Bank	CBA

Branch Correspondence

Alexandra Evered, Hon. Sec, Melbourne Branch
The Company of Master Mariners of Australia Ltd
C/O Bayside Shipping Services Pty Ltd
PO Box 16, Bay Street Port Melbourne VIC 3207
T: 03 5424 1224 F: 03 8677 1801 M: 0438 663 466
E: alex@baysideshipping.com



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