



The Porthole

Volume 16 No. 1
January 2015

The newsletter of the South Australian Branch of the Company of Master Mariners of Australia.

PO Box 1, PORT ADELAIDE, SA 5015



Branch Master's Comments:

Welcome to another year of activities in the South Australian branch of the Company of Master Mariners of Australia Limited. I hope you have enjoyed a restful time over Christmas and the New Year holiday period.

As before, our year commences with our Branch Annual General Meeting, which gives you the opportunity to stand for election as a Branch office bearer. Please consider standing for office, if not as the primary office holder, then as an Assistant office holder.

Ian, our Branch Secretary and Editor is taking a break for a few days so this edition is my work. Ian will be returning as editor next month.

We have been consulted by Veterans SA regarding the use of the Merchant Navy Crest in the Memorial Walk being constructed in Kintore Avenue. I would like to thank Sir Eric Neal, as chair of the Veterans' Advisory Council, for proposing that consultation. There will be a report during the January Branch Meeting.

Best Wishes, Paul P

Speaker:

There will be no speaker as the monthly Branch meeting will be followed by the Branch Annual General Meeting.

The next Branch Meeting and the Branch Annual General Meeting will be held at the Largs Pier Hotel, 198 The Esplanade, Largs Bay, on Wednesday, 27th January 2016, at 1145 for 1200.

Please confirm your attendance at the lunch or register your apology before 1200 on Monday, 25th January 2016, with

Ian Dickson (08 8396 1030)

or

Paul Phillips (0407 779 209)

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The Company of Master Mariners of Australia Ltd. is a Company established to promote and further the efficiency of the Sea Service generally, and uphold the Status, Dignity, and Prestige of Master Mariners in particular.

The Company of Master Mariners of Australia Ltd., S.A. Branch.

Branch Meeting at the Largs Pier Hotel, 25 November 2015,

Minutes

1. Meeting opened at 1210: Branch Master welcomed members and guests, particularly Mrs Pam Whittle, the speaker.
2. Present:

Members: Paul Phillips (Branch Master), Robert Buchanan, Eddie Carr, Ian Dickson, Philip Hammond, David Holmes, Michael Hehir, David Kemp, Alan Lydell, Michael Parsons & Peri Rajagopalan.

Guests: Pam Whittle (Guest Speaker), Margaret Dickson, Roz Lydell.
3. Apologies: Sir Eric Neal, Doug Bourne-Jones, Michael Carrington, George Carter, Kevin Hales, Nada Ganesan, Chris Marshall, Roy Pearson & Howard Pronk.
4. Minutes of last business meeting: 28 October 2015 were circulated in the Porthole. Members were advised that one line of the minutes in the Porthole was inadvertently omitted but that it was included in the official minutes. Eddie Carr proposed that the minutes be accepted as a true and correct record. Seconded by David Holmes and carried
5. Business arising from the minutes:
 - a) Speakers:

Suggestions:

Mike Carrington: Topic: "Diamond dredging in Namibia" (Mike Carrington).
Speaker from the Australian Maritime & Fisheries Academy (Paul Phillips).
Kate Linley: Topic: Under Keel Clearances (Howard Pronk?).
Port Adelaide Council CEO.
Metropolitan Traffic Control Centre CEO.

Visits:

Suggestions:

Australian Maritime & Fisheries Academy: bridge & engine room simulators and ship fire-fighting training facility (Paul Phillips).
One & All: Visit. Uncertain, but negotiations continue, (Ian Dickson).
Le Fevre High School.
"City of Adelaide": 10 members expressed an interest in visiting.
SA Brewery: Tours have resumed (Ian Dickson).
Flinders Adelaide Container Terminal (Paul Phillips).
There will be no further visits this year. The above suggestions will be pursued next year.
 - b) "Master Mariner" journal:

More articles required.
A list of possible additional recipients has been prepared.
 - c) Company Plaques: Still to be presented to the One & All and to the SA Maritime Museum.

6. Treasurer's report: (Table report)

Balance at 20/10/15	240.33	Bendigo Bank deposit balance at 20/10/15	2,480.44
Income:	0.00	Interest added quarterly	<u>0.00</u>
Expenditure: Guest meals	<u>-38.00</u>	Bendigo Bank deposit balance at 18/11/15	<u>2,480.44</u>
Balance at 18/11/15	<u>202.33</u>		
		Bendigo Bank Term Deposit at 20/10/15	7,051.66
		Interest for 9 months	<u>179.32</u>
		Bendigo Bank Term Deposit at 18/11/15	<u>7,230.98</u>

A new Community Solutions Account with Westpac was opened on the 26th Oct. 2015, and the Society Cheque Account with the Commonwealth Bank was closed on 29th Oct. 2015. All monies from that account were transferred to the Westpac account. The Branch Master explained that the Westpac Community Solutions Account at the Modbury Branch is an electronic access account, with all transactions requiring the approval of any two out of three administrators.

The Treasurer then proposed that his report be accepted. Seconded by P Rajagopalan and carried.

7. Correspondence 17/10/15 to 13/11/15: (Table Summary). Inwards correspondence received & outwards correspondence approved at the Branch Court meeting on 18/11/15.

8. Membership:

Applications:

Applicant	Status sought	Branch	Master's Certificate			Occupation/ Position
			No.	Date	Place	
Warren John BURN	Ordinary	Melbourne	AY11544	13/12/11	Melbourne	Master "ICS Silver Lining"
Sean William LILEY	Ordinary	Melbourne	AY12351	13/11/12	Australia	Master "Front Puma"

Ratifications: Nil.

Branch Members:

Category	Number			Total
		Financial	Un-financial	
Members		7	0	7
Seagoing members (incl. tug crews & pilots)		3	0	3
Retired members		15	0	15
Associate member		<u>3</u>	<u>0</u>	<u>3</u>
Total paying members		28	0	28
Honorary members		<u>4</u>	<u>0</u>	<u>4</u>
Total Levied Members		<u>32</u>	<u>0</u>	<u>32</u>
Life Members				<u>2</u>
Total Branch Membership				<u>34</u>

9. Federal Matters:

- | | |
|----------------------------|--|
| a) Federal Executive: | The Branch Master advised that the Federal Secretary was on leave and a phone meeting should occur shortly after his return. |
| b) Master Mariner magazine | Articles always wanted. |
| c) Anniversary Book | Nothing to report |
| d) Constitution | Nothing to report. |

10. Motions on Notice: Nil

11. General Business:

- | | |
|-----------------------------------|---|
| a) Articles for "Master Mariner". | Always required. |
| b) 2016 Branch AGM | Nominations for Court Officers required. Nomination form available |
| c) Possible activity at BAGM | Bob Buchanan asked if there could be some activity and/or item of interest at the Branch AGM. |
| d) Blanchetown locks carp trap | Philip Hammond reported on a carp trap associated with the fish ladder newly installed at the Blanchetown locks. The carp caught in the trap are sold to a fertilizer manufacturer. |

12. **The next Branch meeting will be held at 1145 for 1200 on Wednesday, 27 January 2016, at the Largs Pier Hotel, Largs Bay. There will be no guest speaker.**

The Branch AGM will be held immediately after the conclusion of the Branch monthly meeting. All Branch Court positions will be declared vacant and there will be a call for nominations to fill the vacancies. Please use the attached Nomination Form to nominate either yourself or another Member for any of the positions listed on the form.

13. Business meeting closed at 1240 hours

Signed: Date:

“City of Adelaide”

Summary of a talk given by Mrs Pam Whittle to the Members of the South Australian Branch of the Company of Master Mariners of Australia, on 25 November 2015, at the Largs Pier Hotel, Largs Bay.

Pam Whittle only became aware of her family's link with the “City of Adelaide” in 1962 after her daughter came home from school and asked for “...something old, for ‘show and tell’”. Pam's mother was visiting at the time and said she had something old, but she had put it in the incinerator to be burnt. Returning to her mother's home, the ‘old object’ was retrieved from the incinerator and proved to be a leather wallet containing a copy of an Agreement of Indenture for David Bruce, Pam's grandfather, and a Master's Certificate for David Bruce, Pam's great-grandfather. Also in the incinerator was a lithograph of “City of Adelaide”.

In 1963, during a visit to “Cutty Sark” at Greenwich, Mrs Whittle and her husband saw a painting similar to the one retrieved from the incinerator. Meeting Captain Bruce, no known relation, the Master of “Cutty Sark”, they were referred to the ship's Librarian, who identified the ship in the painting as “City of Adelaide”. The folio held by the “Cutty Sark” library contained pictures of “City of Adelaide”, histories of its Masters and a reference to Captain Bruce's great-granddaughter. The family were also told the ship was still afloat!



Captain David Bruce, Pam Whittle's great-grandfather, went to sea when 10 years old. At age 20 years, David Bruce was given his first command, “William Pitt”; before that he had been Mate of the home trade schooner “Zealous”. Captain Bruce first visited Adelaide as Master of “Irene” and visited South Australia for several years. On his first voyage on “Irene”, Charles Todd was a passenger, on his way to take up his appointment as Surveyor-General. In 1863, Captain Bruce, in partnership with Messrs Devitt & Moore, ordered a composite construction clipper ship to be built at Sunderland and named “City of Adelaide”. She was completed in 1864 and sailed for South Australia with Captain David Bruce in command. The cargo carried on the first homeward voyage of “City of Adelaide” included 100 tons of copper, 10 tons of ore and 300 bales of wool. The ship generally made her passage within 100 days, her fastest being 75 days. In 1854, 35 children died of scarlet fever, and in 1874, after anchoring off Kincaddy Beach, just south of Semaphore, South Australia, she was blown ashore during a gale. She was re-floated, but not before her rudder had been damaged and required replacing. This was done on the slip in Port Adelaide and the replacement rudder is still with the ship. Her Master, Captain Llewellyn Bowen, was relieved of his command.

Due to increasing competition from steam ships, “City of Adelaide” was withdrawn from the U.K. – Australia route in 1887. She later became a collier and later still, a timber ship. In 1893 she was purchased by the Southampton Corporation for use as an isolation hospital. She was anchored off Millbrook Point; the anchorage now buried under the modern container port. Following the building of new land-based hospital, “City of Adelaide” was purchased in 1923 by the Royal Navy for use as a RNR depot ship at Leith. As there was by now an “HMAS Adelaide”, “City of Adelaide” had her name changed to “Carrick”. In 1954 “Carrick” was surplus to RNR requirements; fortunately the RNVR at Glasgow were looking for new clubrooms and “Carrick” was placed on a barge and towed around the coast and up the River Clyde.

It was there, in 1982, that Pam Whittle first saw her great-grandfather's ship, and was hosted by the Club committee. During a later visit in 1988, Pam and another relative, slept on-board for two nights, albeit in a “Royal Ark” bunk. In 1989 “Carrick” sprang a leak and sank. She was re-floated with the intention of putting her on a slip for overhaul but the intended slip was sold to developers, and, while a new slip was sought, “Carrick” sank again and was not re-floated for thirteen months. She was then towed to Irvine where she was slipped and remained there until shipped to Port Adelaide in 2013.

As previously mentioned, Pam Whittle is the great-granddaughter of Captain David Bruce, the first Master and a part-owner of “City of Adelaide”. Captain David Bruce married and had three sons, one of whom died of pleurisy when aged 21. Both his remaining sons, John and David (Pam Whittle's grandfather), followed in their father's footsteps and became Master Mariners and both later commanded “City of Adelaide”. Grandfather David Bruce served his apprenticeship on “City of Adelaide” and his father, Pam's great-grandfather, signed the termination of his apprenticeship. Pam's father did not go to sea.

Australia's state of the art icebreaker unveiled

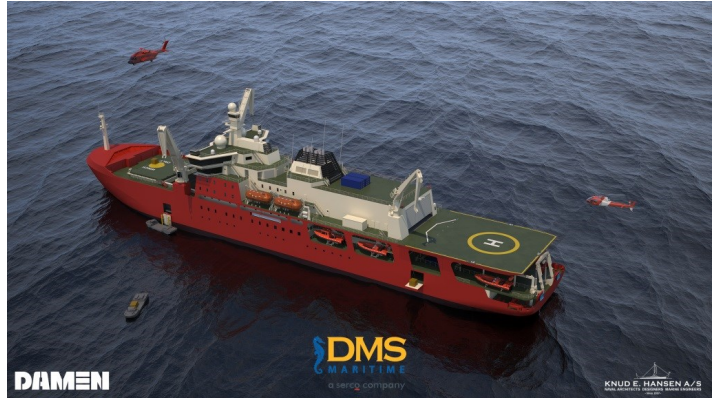
Department of the Environment Australian Antarctic Division website

(Images: Damen/DMS Maritime/Knud E Hansen A/S)

29th October 2015

The Australian Government has today provided the first look at Australia's new icebreaker, showcasing a modern, sophisticated ship that will offer scientists unprecedented and extended access to the Southern Ocean and Antarctica.

The once-in-a-generation investment by the Australian Government will form the centrepiece of Australia's Antarctic presence and influence the shape of Australia's Antarctic programme for decades to come.



The icebreaker will be faster, larger, stronger and offer increased endurance compared with the ageing *Aurora Australis* which has been battling the stormy Southern Ocean since 1989.

The new ship provides a modern platform for marine science research in both sea ice and open water and a moon pool for launching and retrieving remotely operated vehicles. A multi-beam bathymetric echo sounder will enable seafloor mapping, while portable and flexible science laboratories will offer scientists space to conduct cutting edge research.

The following is an extract from a speech, announcing the new Australian Antarctic icebreaker, given by the Minister for the Environment, Greg Hunt, at the Australian Antarctic Division, Hobart on 29 October 2015.

"All of this builds Tasmania as a research hub. But the international component comes from having an air link based out of Hobart, comes from the agreement with China and we want to see China be more engaged, to use Hobart as its primary base for its Antarctic operations, the French and the Italians, hopefully we will see other countries join us and have Hobart as a base. And critical to that is the new icebreaker and so this magnificent vessel that we see in front of us is going to be faster, with a maximum speed of 16 knots and an average cruising speed of 12. It's going to be longer at 156metres. It's going to be stronger, with an icebreaking capacity of 1.65metres. And it's going to be bigger in terms of the capacity to carry 96 containers or almost three times the payload of the current *Aurora Australis*. So it is, as Nick Gales said to me this morning, a vessel which when it is operating, will be the state of the art, leading platform for Antarctic research as held by any nation.

"What does it do? Yes, it's a transport ship, but it's also a logistics ship. Most excitingly, it's a research vessel which will be equipped with technology beyond anything which we've had the capacity to deploy to date. The ability to scan the bottom of the seas, to investigate the marine life, this is the work and the opportunity for our great scientists to go forward from here and to study the climate and the marine environment and the polar environment together. But it's also a hospital ship and it's also a rescue vessel. The *Aurora* (*Aurora Australis*, the current Australian Antarctic icebreaker, built 1990. Ed.) has returned from a successful rescue mission on Macquarie Island and that is part of the work in this dangerous environment. So it is not just fit for purpose, it is the best of its class and it's to be something which will allow you to be your best selves. I thank all of you for your work and I would invite you to view the video which will show us the future."

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The British Antarctic Survey (BAS) has also announced plans for a replacement Antarctic Survey ship, also intended to enter service in 2019. However the British have decided to build their ship "at home" in Cammell Lairds, whereas the Australian ship, although funded by the Australian Government, will be built overseas. Details of the BAS ship may be read on the following pages.

The Russian and Chinese governments are both building new icebreakers for Arctic research, and the U.S. Coast Guard has applied to Congress to fund the construction of two new icebreakers.

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(Article and illustration from the British Antarctic Survey website)

In April 2014 The Chancellor announced that the Government would fund a new £200 million polar research ship to put UK scientists at the forefront of climate and ocean research in both the Antarctic and the Arctic. The Natural Environment Research Council (NERC) proposed the design and build of the new polar research vessel which will deliver world-leading capability for UK research.

The new ship is required meet the science requirements of the UK for a modern, state-of-the-art polar seagoing science platform, and for provision of logistical support for land-based polar science. Built with on-board laboratories, the new ship will contain:

- remote controlled instruments, which can safely open up extreme polar environments to research
- robotic vehicles, helping to pave the way for the development of new UK industries
- sophisticated underwater environmental monitoring systems, used to provide underpinning data for research

Technical fact file

- Length of approximately 125m and a breadth of approximately 24m;
- Draft of approximately 7m;
- Scientific cargo volume of approximately 900 cu metres;
- Endurance for up to 60 days (Polar Regions)
- Range 19,000nm at 13 knots transit;
- Ice breaking capability – up to 1m thick at 3 knts
- Helicopter capable;
- Ability to launch and recover aerial and ocean robotic systems;
- Crew compliment will be approximately 30;
- Up to 60 scientists and support staff will be accommodated on-board

'State-of-the-art' facilities

The ship will be equipped with the latest technologies to conduct research cruises. These are likely to be ADCP:

- Swath Bathymetry Shallow & Deep;
- Sub-Bottom Profiler;
- Scientific Echo Sounder;
- Biological Multi-frequency and Multi-beam Echo Sounder;
- Biological Multi Beam Sonar; Omni-directional Sonar;
- USBL;
- Positioning & Telemetry;
- Net Monitoring;
- Meteorological Weather Station

Science fact file

Why is polar science important?

The Antarctic Peninsula and the Arctic are two of the fastest warming regions of the planet, and we urgently need to understand the impact of polar ice melt and its effect on climate, global ocean circulation, sea level, and the functioning of the ecosystems that regulate the planet's life support systems. There is strong evidence that increasing ice loss from the West Antarctic Ice Sheet is linked to warm water impinging on its margins (hence there is a clear need for a capable marine research platform to investigate this interaction).

The new ship will enable scientists to explore and undertake science in new areas of the Arctic and Antarctic seas

The new ship will have a greater capability to break and travel through polar sea ice than the existing UK polar research ship. It will also be able to stay at sea for longer and carry more scientists and technicians. This increased capability and endurance will enable UK scientists to undertake research safely and efficiently in previously inaccessible ice-covered areas of the polar oceans, and also in currently accessible areas during winter when ice-cover might otherwise prevent access.

How advanced is the new polar ship?

The new ship will be a state-of-the-art multidisciplinary science platform and the UK's largest and most advanced research vessel. It will enable cutting-edge science across a broad range of disciplines (physical, biological and chemical oceanography, marine geology and geophysics, and atmospheric science) required to understand the impact of a changing polar environment on our planet. In so doing it will help maintain the UK at the forefront of polar research.

How will the new ship incorporate recent advances in science and technology?

We now live in a digital age characterised by intelligent instrumentation. The new ship will be able better to exploit UK marine robotics capability through deployment of a new generation of autonomous and remotely-operated vehicles in polar regions. It will also incorporate enhanced communications and data handling capabilities to enable real-time data delivery and remote UK-based instrument operation. As an analogy, it will be the equivalent of an aircraft carrier, acting as a central platform controlling deployed instrumentation in a surrounding theatre of science operation. This enables efficient and optimal use of research resources and time.

The key scientific features of the new ship are:

- 60 days ship endurance;
- Incorporation of a helideck and hangar for the use of two small helicopters to assist with the deployment of airborne scientific instruments and scientific field parties;
- Reconfigurable laboratory space to meet evolving science needs over the lifetime of the vessel, with docking stations for containerised laboratories;
- Enhanced science winching capability and a scientific moon-pool for the flexible and reliable deployment and retrieval of scientific equipment such as remotely operated vehicles and autonomous underwater vehicles;
- Capability to deploy, operate and control large numbers of remotely piloted science instruments at the same time (i.e. both airborne and marine remotely operated vehicles and autonomous platforms);
- Enhanced satellite communications to meet the increasing requirement for real time transfer of data to/from the UK and end users (including operational forecasting);
- Sophisticated underwater environmental monitoring systems



What is a “moon-pool”?

A moon-pool is a vertical shaft (~4m in diameter) running through the vessel and open to both the air (at deck level) and sea (at the hull). It enables scientific equipment to be lowered and raised in and out of the water through the centre, and thus most stable, part of the ship. This is both easier and safer than deploying equipment over the side or stern, particularly in the rough seas characteristic of the polar oceans. The moon-pool also enables deployment and retrieval of equipment when the vessel is surrounded by sea-ice which prevents over-the-side access to the sea. Moon-pools are common features of oil drilling ships are being installed increasingly in modern polar research ships.

Operated by the British Antarctic Survey (BAS), the ship will be available to the whole UK research base including postgraduate training. The new ship will have greater endurance, to enable longer voyages which coupled with the use of helicopters will ensure significantly greater geographic coverage. The enhanced coverage will open up new locations for science and will clearly demonstrate and reinforce the continuing British presence in Antarctica and the South Atlantic.

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Report calls for more checks on state of ropes

A seafarer on board the Cyprus flagged general cargo ship *Kurland* died when he was hit by a forward head line which broke as the 3,925gt vessel was berthing in the Swedish port of Husum in January 2013.

An investigation by the maritime authorities in Cyprus concluded that the rope was ‘extremely worn’ and its strength had been reduced. The average percentage of failed threads in each strand was found to be 35% and the break occurred as a result of friction damage.

The report notes that the ship was engaged in a ‘difficult mooring operation’ in icy conditions, but that the Master’s decision to approach at an angle and use the lines to pull the ship alongside was not unusual.

However, it could not be established if both head lines were on the same capstan or if one was remaining loose while the other took all the tension.

Investigators said ropes used in conditions of high tension and low temperatures tend to lose their properties earlier than those used in routine service. The report recommended extra crew training to ensure they regularly examine the rope and replace them before they are worn out and also called for port state control and management audit bodies to focus on the condition of ropes during their inspections.

Nautilus senior national secretary Allan Gaveson commented: ‘It has taken considerable time to produce this report; however, the findings are welcomed. The report makes some useful recommendations; in particular the need to examine and discard worn ropes.’

Further information is available in the revised UK Code of Safe Working Practices for Merchant Seafarers in chapters 18.33 (general use of ropes), 18.34 (characteristic and examination of ropes) and 26.3 (making fast and casting off).

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AMSA Requests for comment on proposed changes to Marine Orders:

Please forward any comments to the Branch Secretary. Comments from branch members will be collated for forwarding to the Federal Secretary.

DRAFT_ MARINE ORDER 75 (SEAFARER CERTIFICATION AMENDMENT) 2016_ IS OPEN FOR CONSULTATION UNTIL 19 FEBRUARY 2016

Your comments would be appreciated on this draft new Marine Order

BACKGROUND: Marine Order 75 provides a number of amendments to Marine Orders 70, 71 and 73. These Orders give effect to Australia's obligations under the International Convention on Standards of Training, Certifications and Watchkeeping for Seafarers, defined as the STCW Convention in the _Navigation Act 2012_. The draft Marine Order 75 and new draft compilations of Marine Orders 70, 71 and 73 are available from the link above.

Australia (AMSA) was audited by the European Maritime Safety Agency (EMSA) to verify that Australia has complied with and implemented the 2010 amendments of the STCW Convention and STCW Code. The audit is part of the remit of EMSA for conducting inspection visits of other countries to verify STCW compliance and recognition of seafarer certificates. Such audits are conducted on a five year basis. The 2014 audit has highlighted a number of issues that require amendment of relevant Marine Orders.

The opportunity has also been taken to combine relevant sections from _Marine Order 6 (Marine radio qualifications) 2000_ into Marine Order 71.

This will reduce duplication of certification arrangements and provide clarity by having all the requirements in one Order. Marine Order 75 will also not exist after the amendments to all affected Marine Orders are in effect.

DRAFT_ MARINE ORDER 57 (HELICOPTER OPERATIONS) 2016_ IS OPEN FOR CONSULTATION UNTIL 19 FEBRUARY 2016

Draft Marine Order 57 (Helicopter operations) 2016 makes provisions for the safe conduct of helicopter operations on vessels and references the International Chamber of Shipping (ICS) Guide to helicopter-ship operations. This draft Marine Order is written in a modernised draft style under the _Navigation Act 2012._ This new Order is intended to replace the current Marine Order 57 (Helicopter operations) 2010, and Schedule 33 of _Marine Order 4 (Transitional modifications) 2013_.

Your comments would be appreciated on this draft new Marine Order

AMSA: New Marine notices are available.

Please be advised that three new Marine Notices are available on AMSA's website: <https://apps.amsa.gov.au/MORReview/MarineNoticeExternal.html>

2016/02 - Asbestos on Ships (Supersedes MN 10/2014)

2016/03 - Under Keel Clearance Management System (Supersedes MN 20/2013)

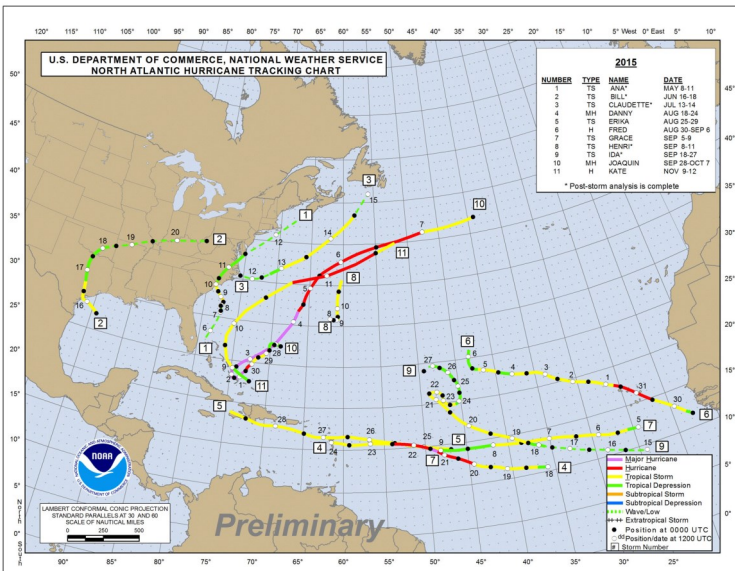
2016/04 - Emergency Towage Capability (Supersedes MN 17/2013)

December 1, 2015

(Text and Maps from the NOAA website)

The Atlantic, eastern and central Pacific hurricane seasons officially ended yesterday, and as predicted, the Atlantic season stayed below normal with 11 named storms, while the eastern and central Pacific were above normal with both regions shattering all-time records.

Overall, the Atlantic hurricane season produced 11 named storms, including four hurricanes (Danny, Fred, Joaquin and Kate), two of which, Danny and Joaquin, became major hurricanes. Although no hurricanes made landfall in the United States this year, two tropical storms – Ana and Bill – struck the north-eastern coast of South Carolina and Texas, respectively. Ana caused minor wind damage, beach erosion and one direct death in North Carolina, and Bill produced heavy rain and flooding while it moved across eastern Texas and Oklahoma. Hurricane Joaquin is the first Category 4 hurricane since 1866 to impact the Bahamas during the month of October.



Hurricane Joaquin is the first Category 4 hurricane since 1866 to impact the Bahamas during the month of October.

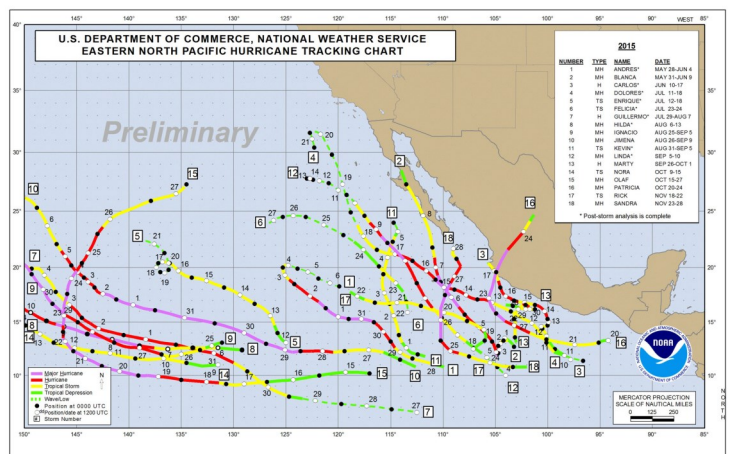
NOAA scientists credit El Niño as the leading climate factor influencing both the Atlantic and Pacific seasons this year.

“El Niño produces a see-saw effect, suppressing the Atlantic season while strengthening the eastern and central Pacific hurricane seasons,” said Gerry Bell, Ph.D., lead seasonal hurricane forecaster at NOAA’s Climate Prediction Center. “El Niño intensified into a strong event during the summer and significantly impacted all three hurricane seasons during their peak months.”

Bell said El Niño suppressed the Atlantic season by producing strong vertical wind shear combined with increased atmospheric stability, stronger sinking motion and drier air across the tropical

Atlantic, all of which make it difficult for tropical storms and hurricanes to form and strengthen. However, El Niño fueled the eastern and central Pacific seasons this year with the weakest vertical wind shear on record.

The eastern Pacific saw 18 named storms, including 13 hurricanes, nine of which became major. This is the first year since reliable record keeping began in 1971 that the eastern Pacific saw nine major hurricanes. Hurricane Patricia was the strongest hurricane on record in the Western Hemisphere in terms of maximum wind speed at 200 miles per hour and lowest air pressure at 879 millibars. Hurricane Sandra, which formed at the tail end of the season, was the strongest hurricane in the eastern Pacific so late in the year, with a maximum sustained wind speed of 145 miles per hour.



The central Pacific shattered its records too, with 14 named storms, including eight hurricanes, five of which became major hurricanes, the most active season since reliable record-keeping began in 1971. Three major hurricanes (Ignacio, Kilo and Jimena) churned at the same time east of the International Dateline, the first time that was ever recorded.

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2015–16 Australian tropical cyclone season outlook

El Niño likely to decrease Australian cyclone numbers

(From the Bureau of Meteorology website, issued in October 2015)

A less active Australian tropical cyclone season (November–April) is expected for 2015–16.

This outlook is driven by a strong El Niño which typically reduces the number of cyclones observed in the Australian region.

During El Niño seasons, the average date of the first tropical cyclone to cross the coast (second week of January) is later than during neutral years.

El Niño typically reduces the number of coastal crossings, but at least one tropical cyclone has crossed the Australian coast each cyclone season since reliable records began in the 1970s.

Northern Australian coastal regions should still prepare for the cyclone season.

The Australian tropical cyclone season runs from 1 November to 30 April. On average, there are around eleven tropical cyclones each season, four of which cross the coast. However, tropical cyclones can still significantly impact coastal communities even when cyclones remain well offshore.

While El Niño shifts the odds towards both fewer cyclones and a later first cyclone coastal crossing of the season, it does not guarantee this will always occur. For instance, during the strong El Niño 1997–98, tropical cyclone *Sid* formed in late December near Darwin before moving into the Gulf of Carpentaria and weakening. The remnant low produced record, devastating floods two weeks later over northern Queensland.

Research has shown that cyclones in the Australian region exhibit more erratic paths than cyclones in other parts of the world. A tropical cyclone can last for a few days or up to two or three weeks. Movement in any direction is possible including sharp turns and even loops.

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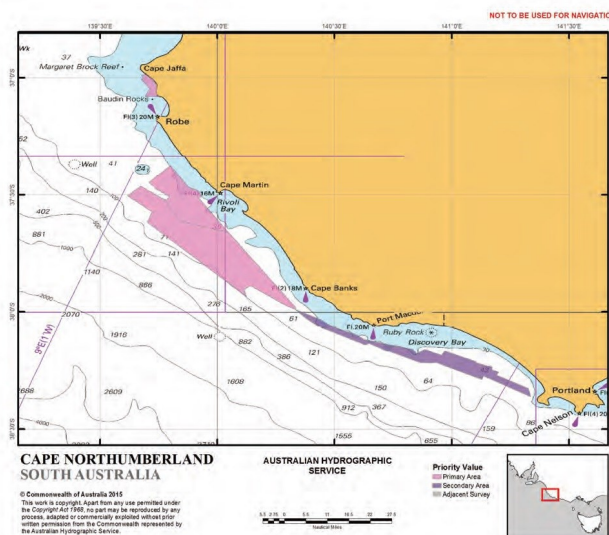
HYDROSCHEME 2015-2018

As part of Hydroscheme 2015-2018 the Australian Hydrographic Service has announced their intended survey areas for the period 2015—2018.

The only South Australian waters to be included are from south of Robe to Cape Banks in depths between 30m and 100m, and an inshore area between Cape Jaffa and Baudin Rocks, north of Robe. A secondary survey area continues across Discovery Bay to a point west of Portland, Victoria.

It is intended that the surveys will be conducted during the 2015-2016 season by either HMAS Leeuwin or HMAS Melville.

Source: Australian Hydrographic Service



Nelson's Band of Brothers – Lives and Memorials.

I received this book from a military historian friend in W.A.. Edited by Peter Hore, the volume contains eighty biographies of "...all those officers who commanded ships or squadrons of the fleets which fought under Nelson's tactical control at his three great sea battles"; the Battle of the Nile (1798), Copenhagen and the Baltic (1801), and the Campaign of Trafalgar (1805). Ten of the biographies are contributed by direct descendants of the subjects.

The following extract is from the biography of Samuel Campbell Rowley (1774 – 1846) who was Master and Commander of the bomb vessel *Terror* at Copenhagen in 1801.

"...his father, Clotworthy Rowley, was a lawyer and politician, but many others of his family for several generations were honest men, admirals and captains in the Navy."

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**THE COMPANY OF MASTER MARINERS OF AUSTRALIA LIMITED
SOUTH AUSTRALIAN BRANCH**

ELECTION OF OFFICERS - 2016

The Branch Annual General Meeting will be held at 1200 on Wednesday, 27 January, 2016, at the Largs Pier Hotel, Largs Bay.

As usual, all positions on the Branch Court will be declared vacant, and nominations for the various positions are eagerly sought. The current Officers have served for many years, and the Court needs new blood and fresh vision. In particular, nominations for the positions of Deputy Branch Master and Deputy Branch Secretary would be most welcome. The positions on the Court are as follows:

- | | |
|-------------------------|-------------------------|
| Branch Master | Deputy Branch Master |
| Branch Treasurer | Branch Mariner Warden |
| Branch Editor | Branch Sea-going Warden |
| Branch Secretary | Branch Sea-going Warden |
| Deputy Branch Secretary | |

It is not necessary to wait until you are invited to stand; volunteers will be very welcome.

Ian Dickson.

Branch Secretary.

.....

NOMINATION FORM FOR BRANCH COURT, 2016.

I, (Name in full, in blockletters)

Roll No. Signature:

Hereby nominate (block letters)

For the position of

Seconded by (block letters)

Roll No.Signature:

ACCEPTANCE

I, (block letters) Roll No.

accept the nomination for the position of

Signature: Date: