



# The Porthole

Volume 15 No. 02  
February 2015

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

PO Box 1, PORT ADELAIDE, SA 5015



## From the Branch Master

G'day to all our readers,

Thank you for electing me as your Branch Master and welcome to the members of your Branch Court. We intend to keep inviting interesting speakers to our monthly meetings, and also provide some interesting and enjoyable visits. However we do need help from all members so please assist by providing articles for "The Porthole" and make suggestions, not just during our meetings, for possible speakers and visits.

"Captain's Calls" have been in the news again. The Captain of "Costa Concordia" has been found guilty of his "call" to make a "salute" to Giglio which resulted in the loss of his ship and of many lives. In Australia "Captain's Calls" almost, and may yet do, cost our Prime Minister his job.

An announcement has been made today that France, Germany and Japan will be invited to tender for the submarines to replace the "Collins" class, but strangely Sweden has been excluded.

In the meantime more Australian manned ships are being removed from the coast and replaced with foreign manned vessels which, if nothing else, are keeping AMSA gainfully employed.

The Company's Congress and AGM takes place in April at the AMC Launceston. Please consider attending. This year the Company has made significant cost reductions but to do so it has had to bear all the risk, so members' support is vital.

Best Wishes

Paul P.

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**February's Guest Speaker, Bill Leahy, has had to cancel his talk, and, at short notice, Eddie Carr has agreed to read an account of an unusual voyage of the "Arundel Castle" during WW2.**

**The next Branch Meeting will be held at the Largs Pier Hotel, 198 The Esplanade, Largs Bay, on Wednesday, 25th February 2015 at 1145 for 1200. Please confirm your attendance at the lunch or register your apology before 1200 on Monday, 23rd February 2015 with either Ian Dickson (8396 1030) or Paul Phillips (0407 779 209)**



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, on 28 January 2015, at 1200.

Minutes

Opening & welcome to Branch members: Meeting opened at 1200 hrs

Members present: Captains Westley (Branch Master), Buchanan, Carr, Dickson, Fraser, Hammond, Hehir, Kemp, Lydell, Phillips & Pronk, and Messrs Boettcher & Wynne.

Apologies: Sir Eric Neal, Captains Bourne-Jones, Carrington, Carter, Ganesan, Holmes, Marshall, Parsons, Pearson, Rajagopalan & Don Sleath, and Mr Hales.

Minutes of last business meeting: 26 November 2014 (circulated in the Porthole). Capt Philips drew attention to the following two inadvertent printing omissions in the Porthole:

Business arising, paragraph b), after "... *the branch*", should be added "*should investigate having the bell re-engraved.*"

Federal Matters, second paragraph, after "... *at the decline in the*", the following conclusion should be added: "...*national capacity to build and service our own Merchant and Naval vessels*".

After noting the above additions to minutes, as recorded in the Porthole, Capt Carr proposed that the minutes be accepted as a true and correct record of proceedings. Seconded by Capt Pronk and carried.

Business arising from the minutes:

a) Speakers: To be arranged by the incoming Branch Court.

???? Kate Linley: Topic: Under Keel Clearances (Bob Westley/Howard Pronk?).

Visits: Adelaide Oval Tour 10/12/14. Very interesting and enjoyed by the Members who attended.

Suggestions for future visits would be welcomed.

b) Re-engraving of the One and All bell: Capt Carr reported that re-engraving has commenced, but the appropriate permission has not yet given authority for the bell to be removed from the vessel.

c) Letter to the Federal Court expressing this Branch's concern at the decline in the national capacity to build and service our own Merchant and Naval vessels: Capt Dickson tabled his letter, dated 26 November 2014, to the Federal Secretary. To date, no reply has been received.

Treasurer's report:

Balance at 19/11/14	330.67	Bendigo Bank deposit balance at 26/11/14	2,700.00
Income	0.00	Interest added quarterly	<u>3.74</u>
Expenditure	<u>-28.00</u>	Bendigo Bank deposit balance at 31/12/14	<u>2,703.74</u>
Balance at 31/12/14	<u>302.67</u>		

Bendigo Bank Term Deposit at 31/12/14 6,809.91

Re-invested for 12 months from 2/02/14 @ 3.55%

Balance at 1/01/15	302.67	Bendigo Bank deposit balance at 1/01/15	2,703.74
Income	0.00	Interest added quarterly	<u>0.00</u>
Expenditure	<u>0.00</u>	Bendigo Bank deposit balance at 21/01/15	<u>2,703.74</u>
Balance at 21/01/15	<u>302.67</u>		

Bendigo Bank Term Deposit at 21/01/15 6,809.91

To be re-invested for 9 months from 2/02/15 @ 3.4%

Capt Dickson proposed and Capt Fraser seconded that the Treasurer's reports be accepted: Carried.

Membership:Applications:

Applicant	Status sought	Branch
Vikas BANGIA	Ordinary	Western Australia
Joshua Adam SMITH	Ordinary	Western Australia
Thomas Stephen McAULAY	Ordinary	Melbourne
Barry John BARFORD	Associate	Sydney

It was noted that Vikas Bangia's Master Mariners certificate number was not on his application form and Members present declined to consider the application until it is.

Ratifications: Nil.

Resignation: Andy Lees has resigned from this Branch and the Company, as he has moved to Gardiner Bay, Tasmania, about one hour's drive south of Hobart.

Branch Members:

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

8. Correspondence 15/11/14 to 31/12/14 & 1/01/15 to 16/01/15: Summaries of the inwards and outwards correspondence were tabled, previously approved by the Branch Court.

9. Federal Matters:

- a) Federal Court: Nothing to report. The next Court meeting will be on 4/02/15.
- b) 75<sup>th</sup> anniversary book: The Federal Secretary has forwarded a copy of a letter, dated 26/01/15, to Mike Sullivan, who has been given the assignment to complete a draft manuscript of the anniversary book, pointing out that the completion of the draft is long overdue and urgently requesting advice of the state of affairs before the court meeting on 4/02/15.
- c) Company plaques: The Branch Master advised that he has sent an order for plaques to the Queensland Branch, but has not received any advice of progress.

10. Motions on Notice: Nil

11. General Business:

- a) Articles for "Master Mariner": Always required.
- b) Branch AGM 28/01/2015: At the AGM following this meeting, all positions on the Court will be declared vacant. Both Capt Westley and Capt Phillips will be standing down from their positions as Branch Master and Branch Editor respectively.
- c) Capt James Cook's sea-chest: Capt Kemp advised that the sea-chest is on display at the Maritime Museum.
- d) Subscription invoices: The Treasurer asked if future invoices could be sent out by e-mail. Following discussion, the Members present stated their agreement and noted that it would save the cost of postage.
- e) Sea Shepherd: Capt Hammond advised that yesterday Sea Shepherd had been awarded €8.3m from the Dutch Post Code Lottery for protection of the oceans. This will enable Sea Shepherd to build a ship to their own design in a Dutch yard.

12. **The next Branch meeting will be held at 1145 for 1200 on Wednesday, 25 February 2015, at the Largs Pier Hotel, Largs Bay. Guest speaker to be advised.**

13. Meeting closed at 1235 hrs.

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

Branch Annual General Meeting at the Largs Pier Hotel,  
on 28 January 2015

Minutes

1. Meeting opened: at 1345 hours
2. Members present: Captains Westley (Branch Master), Buchanan, Carr, Dickson, Fraser, Hammond, Hehir, Kemp, Lydell, Phillips & Pronk, and Messrs Boettcher & Wynne.
3. Apologies: Sir Eric Neal & Capts. Bourne-Jones, Carrington, Carter, Ganesan, Holmes, Marshall, Parsons, Pearson, Rajagopalan & Don Sleath & Mr Hales.
4. Minutes of last Annual General Meeting, 29 January 2014: (previously circulated in the Porthole). Capt Carr proposed, and Capt Phillips seconded, that the minutes be accepted as a true record: carried.

5. Business arising: Nil

6. Treasurer's Report:

Bank Closing Balance for 31 Dec 2014	*1-1100	<u>302.67</u>	
Opening Ledger Balance for 1 Jan 2014		452.53	
Plus Cheques and Cash Received		2,680.13	(Inc GST)
Less Expenses		<u>-2,829.99</u>	(Inc GST)
Ledger Closing Balance Dec 31 Dec 2014		<u>302.67</u>	
Cash on Hand	*1-1190	0.00	
Investment A/C -Short term	*1-1200	2,703.74	
Investment A/C -Long term	*1-1300	6,809.91	
Debtors	*1-1400	0.00	
Inventory	*1-1500	455.30	
Trade Creditors	*2-1200	<u>0.00</u>	
Total assets		<u>10271.62</u>	

Ledger summary tabled.

Capt Hammond proposed, and Capt Kemp seconded, that the Treasurer's report be accepted: carried.

7. Branch Master's Report:

Gentlemen

We come to the end of another year. Since the last AGM we have seen that the new system of running the Federal Court using the various Branch Masters as full voting members of that Court seems to work well; and with our mostly regular phone hook-ups (health permitting), we have seen that it all runs quite smoothly.

In the past year, we have been blessed with good after luncheon speakers, to go with the good lunches provided by this hotel. Our branch has hosted some good visits to various sites this past year, the reports of some having graced the pages of our local, and national, magazines. A lot of the smooth running of our branch is due to the efforts of our Court, for which I thank them, and particularly note the contributions of Capt. Ian Dickson, our secretary, and Capt. Paul Phillips, our editor. Thank you all once again. I am standing down from the job of Branch Master as of now, happy in the knowledge that the future of the Branch will be secure for as long as the members have the will and the interest to support it, and move it along.

The fact that you are all here today means that you support the branch; and it would be nice if some of you would take the next step and agree to serve on the Branch Court.

That being said, I declare my position vacant, and step across to the position of Past Master.

Capt Dickson proposed a vote of thanks for Capt Westley's leadership over the past 3 years. The motion was seconded by Capt Fraser and passed by acclamation.

8. Election of Officers: There being no other nominations, the following members were elected unopposed to the Branch Court:

Branch Master	Paul Phillips	Mariner Warden	Mike Hehir
Deputy Branch Master	-	Sea-going Warden	Michael Carrington
Treasurer	Philip Hammond	Associate Warden	Tony Wynne
Assistant Treasurer	-	Editor	Ian Dickson
Secretary	Ian Dickson	Speaker Co-ordinator	Robert Buchanan
Minute secretary	Mike Parsons	Past Branch Master	Robert Westley

9. New Branch Master's comments Capt Phillips thanked Members for entrusting him with guiding the Branch for the coming year, and welcomed the elected officers of the new Court. He then reminded Members of the high quality of the speakers last year and asked all Members this year to assist in finding speakers of similar standing.
10. The next Annual General Meeting is intended to be held on Wednesday, 27<sup>th</sup> January, 2016.
11. Meeting closed at 1406hrs.

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### Welcome to Containeristan

Readers of the e-zine, *Bow Wave*, will know that the editor has a terrible weakness for this kind of writing. It appeared of all places in the *New Statesman*, a weekly for left of centre ideas on 04FEB15.

The ubiquitous unit of global commerce has infiltrated every sphere of modern life – whether as a means of trafficking, a symbol of gentrification, or a part of political protest.

The shipping container: the ubiquitous unit that has been called the “hidden plumbing of globalisation”

Over the end credits of Chris Morris' 2010 film *Four Lions* the innocent brother of one of the four home-grown jihadists finds himself the victim of a surrogate extradition. Placed in a shipping container within a hangar in RAF Mildenhall, he is told he has left Britain and for all intents and purposes the container in which they sit is now in Egypt, and beyond the steel walls wait some torturous Egyptian interrogators. All it took to achieve this crude conjuring trick of sovereignty, rendering invisible the boundaries between rural Suffolk and an Egyptian torture cell, was a chameleonic shipping container, the ubiquitous unit that has been called the “hidden plumbing of globalisation”.

Pakistani journalists Bina Shah and Farooq A Khan recently reported on the adoption of the portmanteau “Containeristan” in response to the ascent of the shipping container to the status of political icon during the course of anti-government protests. Since at least 2007 the Pakistani government has taken to appropriating thousands of shipping containers and placing them at key junctions of metropolitan highways as ready-made blockades to impede the flow of demonstrators. Although containers featured at the seismic Lawyers' Movement marches in 2009, it was 2014's concurrent anti-government protests led by Imran Khan's PTI party and cleric Muhammad Tahir-ul-Qadri that saw the disgruntled declaration of the figurative community “Containeristan” by PTI's president Javed Hashmi.

While the associated hashtag did the rounds, both Khan and ul-Qadri kept up the momentum of their vast sit-ins by taking residence in custom-made shipping containers, while outside their supporters faced the truncheons and tear-gas of the Pakistani police. The containers appropriated by the authorities could be seen still bedecked with the brands of container management and shipping firms APL, Maersk, and Evergreen, all promising durable build and a smooth logistical journey. But for the parties that repurposed them – and often remanoeuvred them with their own cranes – they became portable barricades



ایمان خان کی قیادت کریں گنہگاروں کو سزا دینا نہیں ہے

and convenient stages able to both attract focus to the leader and act as a proscenium arch that by containing the bodies of their supporters, also appeared to multiply their number on the news.

By the early-1970s the mass adoption and standardisation of intermodal shipping containers revolutionised the flow of commerce. As transport entrepreneur Malcom McLean's Sea-Land Service company fed the supply lines of the US-led Vietnam War, the structural foundations of the modern world began to take shape. Ubiquitous and interlocking like globalisation Lego or waterborne Exedit units, the standardisation of modular containers toed an uneven line between encouraging greater equity in multilateral trade and ushering in dystopian uniformity. Even giving birth to its own system, containerisation, the process of shipping in modular units led to the virtual abandonment of warehousing, break-bulk cargo, and the transformation of dock labour.



Today, many who visit London's "creative" districts – from the mid-brand modular mall BoxPark in Shoreditch, to the turn-of-the-century shipping architecture of Trinity Buoy Wharf's Container City – could be forgiven for viewing the shipping container as a symbol of gentrification. Design blogs, portals, and publications are all replete with the porous multi-purposes of the steel unit. But Kyrgyzstan's Dordoy Bazaar puts BoxPark in the shade with over 7,000 shipping containers ordered to create a biotic marketplace of blurred legality and cut-price imports. Like the pre-fab architecture of Post-War Britain, shipping containers have also been used as temporary homes for victims of war, natural disaster or poverty, and most notoriously by people traffickers as vessels for those in search of asylum.

As China invests \$45.6bn in the China-Pakistan Economic Corridor centred on Gwadar Port in Baluchistan, the wholesale appropriation and rerouting of the iconic shipping container feels like a placard in the hands of the old Non-Aligned Movement. While containing protest with containers is callow, Imran Khan's deluxe container was an equivalent absurdity.

Having never been filled with sand or used to impede a road this was not design by use, nor was it a metamorphosis of the object itself. It is when the appropriated, repurposed, or surplus container becomes a process in a chain of processes that it becomes a defiant object; a part of an apolitical event naïve of cause or effect.<sup>33</sup>

From forced migration to gentrification, the public image of the repurposed shipping container largely reflects a parallel infrastructure of informality, dispossession, and the ghost-processes that occur within and between nations.

But the transformation of the container in Pakistan from an obstacle to a platform for dissent, and the adoption of "Containeristan" as a satirically-imagined community, foregrounds the ways in which Pakistani identity is able to be simultaneously porous, mutable, and aware of the power of communal absurdity as a cohesive force.

Intermodal containers on the streets feel like tangible steel hash-tags that seem to invite some new world order in which our curious modernity suddenly becomes archaic. Will the shipping container go the way of the cobblestone; is beauty now in the shipyards?

Source: Bow Wave Issue 691--Brave New World Edition

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## **Gearbulk: Bulk Jupiter Search Continues as Investigation Gets Underway**

BY MIKE SCHULER ON JANUARY 15, 2015

Bulk Jupiter, image via Gearbulk

International bulk shipper Gearbulk issued a statement Wednesday regarding the investigation and continued search for signs of the MV Bulk Jupiter, which sank on January 2nd off the coast of Vietnam with the loss of all but one of 19 crew members onboard.

In the long and heartfelt statement, Gearbulk said that, even though Vietnamese authorities have scaled down their search, the company is continuing to allocate resources towards the search and rescue activities and support for the families of those crew members lost or missing.



The 2006-built MV Bulk Jupiter sank suddenly while underway with a cargo of bauxite, a clay-like substance that is the primary ore used in the production of aluminium which had been loaded in Kuantan, Malaysia, on December 30th.

“Although the Vietnamese MRCC has scaled down their search activities, Gearbulk will continue to allocate vessels transiting the area in the weeks to come to search through the projected drift pattern any debris or remains which would have been expected to follow,” the Gearbulk statement read. “This drift pattern has now extended well into Malaysian waters, and an area with a number of offshore installations and offshore support vessels. Malaysian MRCC has been kindly requested by Gearbulk to notify installations/vessels in the area to maintain a sharp lookout. Nothing further has been found to this date, and how hard it may seem we have to accept that time is working against us.”

As was reported previously, three people were recovered from the water in the hours following the sinking, including one survivor – the Filipino cook. Gearbulk says that authorities have now confirmed the identification of the two deceased as Chief Officer Renner Karl Resos Abogadie and Captain Ronel Acueza Andrin.

As for the investigation into the causes of the casualty, an investigation is being launched by the Bahamas Maritime Authority – the Flag State – with the Philippines and Vietnam invited to join. Gearbulk says it will also have a representative in that investigation, and it has established its own group to review all aspects of the accident.

Gearbulk stresses that, while there has been much discussion about the causes of the sinking, both internally and externally, caution must be exercised not to prematurely arrive at conclusions. “What we do know is based on the statement made by the cook,” Gearbulk said. “It happened very fast. From the general alarm sounding in the early morning hours of January 2nd, and abandon ship was heard on the intercom, it took only minutes before the vessel had developed a heavy list to starboard. The cook made his way starboard and jumped overboard. The vessel sank shortly thereafter.” Currently, the leading theory, which seems to be supported by the cook’s statement, is the liquefaction of the bauxite cargo. Liquefaction is the phenomenon in which a dry cargo becomes liquefied, potentially leading to the sudden loss of stability due to shifting cargo and is known to be a major source of marine casualties.

#### **RELATED: Bulk Jupiter Accident Prompts Bauxite Liquefaction Warnings**

Gearbulk reiterated that the bauxite cargo was declared under the International Maritime Solid Bulk Cargoes Code (IMSBC) as a “Group C” cargo, meaning it is not known to liquefy or possess a chemical hazard, although the code does note that the “Group C” categorization is dependent on certain moisture content and consistency criteria which if not met is a means for a reclassification.

Gearbulk has, together with its insurers, Norwegian Hull Club (H&M) and Britannia (P&I), contracted external experts to investigate the cargo properties vs the cargo manifest, and the corresponding liquefaction risk. Gearbulk says that until the investigation report is available it has stopped taking bauxite cargo.

As for the Bulk Jupiter itself, Gearbulk says that an initial review of technical documentation, maintenance records and inspection reports has not indicated any technical issues with the vessel.

Gearbulk concluded the statement by saying: “There are many questions still to be answered, and we can assure you that Gearbulk will leave no stone unturned to find the root cause(s). In such tragic times we would ask that support is given to those that may have lost former shipmates or classmates, friends, neighbours or family.

**“Our thoughts and prayers are with the families and friends of the Bulk Jupiter crew.”**

Source: MNA CIRCULAR 2015-03 1st February 2015

## Mariners Take Aim at Autonomous Sailing “Buoy”

BY ROB ALMEIDA ON FEBRUARY 2, 2015



Race organizers of the “Microtransat”<sup>a</sup> apparently got the response they were looking for from the IMO and French Coastguard. Their race across the Atlantic using autonomous, 4 meter-long sailboats allegedly does not have any conflicts with the International Rules for Prevention of Collisions at Sea (COLREGS) because these vessels would be classed as buoys, not vessels. Because there’s nobody on board and it’s floating in the ocean, it must be a buoy... or a piece of debris, as one of our Forum members described it. In the Microtransat’s Frequently Asked Questions page, they bring up the question:

### **Do the boats have to include any kind of autonomous collision-avoidance system to prevent collision with other floating objects?**

In response, the race organizers say no, citing that these boats do not carry passengers or cargo and thus do not satisfy the definition of a vessel according to COLREGS.

Many gCaptain<sup>b</sup> Forum members suggest such a “buoy” would be a menace on the high seas and should be targeted by ships and purposely run over, others say that salvage rights would apply if found.

It would be difficult to justify either of the above responses considering such an object would present zero danger to a merchant vessel, however if a collision occurred at sea with a private yacht causing damage, or injury, that’s when things begin to get complicated as there is very little if any legal precedence for such a situation.

In response to this article a gCaptain source involved with the Microtransat tells gCaptain that the U.S. Coast Guard was consulted as well. “Their ‘unofficial’ view was that if the boat was under eight feet it was not a vessel. They went further and told us that if the boat collected data like an oceanographic data buoy and was listed in the Notice to Mariners, then that was sufficient.”

Our source goes on to say, “one of the behind the scenes activities going on is a move to lower the maximum length to 2.4 meters from 4. The purpose is to reduce the displacement to a point where the boats are not likely to hurt even a row boat.”

In addition, it seems the idea of a buoy may not be so far-fetched. NOAA’s Global Drifter Program consists of over 1200 buoys that are currently drifting around in the ocean collecting data.

gCaptain has reached out to the IMO and they are currently looking into this scenario.

<sup>a</sup> The Microtransat Challenge is a transatlantic race of fully autonomous sailing boats, with a maximum load water line length of 4 metres. The race aims to stimulate the development of autonomous sailing boats through friendly competition.

<sup>b</sup> “gCaptain” describes itself as the world’s leading maritime and off-shore website

Source: MNA CIRCULAR 2015-04 13th February 2015

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