



# The Porthole

Volume 15 No. 04  
April 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

Elsewhere in this edition will be found Bob Westley's report on the Federal Annual General Meeting held at the Australian Maritime College near Launceston. It only remains for me to say thank you to Bob for standing as my proxy and attending the AGM on my behalf.

My wife is taking some of her Long Service Leave this year and we will be travelling from early May until late June, arriving home the evening before the June meeting.

Ian, as Secretary, has received acceptance from the Governor, His Excellency the Honourable Hieu Van Le AO, of our invitation to him and Mrs Le to attend one of our lunches. Ian will provide more details at this month's meeting.

As I write this, tomorrow is ANZAC Day, when the country remembers the sacrifice of Australian Defence forces, and, in particular, those who served at the ill-fated Gallipoli campaign, the centenary of which occurs this year. Please remember our predecessors in the Merchant Navy who safely carried troops from Australia to the German colonies in Papua New Guinea and to Egypt, Gallipoli and the Western Front. At Gallipoli the Merchant Navy manned the boats putting the troops ashore, and taking them off, and kept them supplied with victuals and ammunition between those times, under fire from the guns on the heights, and in danger from submarines and mines at the anchorages.

Lest We Forget

Paul P

Branch Master

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## Guest Speaker:

**Mr Rod Hunter, Maritime Studies Co-ordinator, Le Fevre High School.**

**Topic: Maritime Studies – "Aims, Curriculum and Future Plans"**

**The next Branch Meeting will be held at  
the Largs Pier Hotel, 198 The Esplanade, Largs Bay,  
on Wednesday, 29th April 2015 at 1145 for 1200.  
Members' friends and partners are invited.**

**Please confirm your attendance at the lunch or register your apology before 1200 on Monday, 27th April 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 25 March 2015,

Minutes

1. Opening: Meeting opened at 1200 hours. Branch Master welcomed members and guests
2. Present:

Members: Captains Phillips (Branch Master), Buchanan, Carr, Carrington, Dickson, Fraser, Hammond, Hehir, Holmes, Pronk, Lydell, Parsons, & Westley.  
Guests: Bill Leahy (Guest Speaker) & Nick Frank.
3. Apologies: Sir Eric Neal & Captains Bourne-Jones, Carter, Ganesan, Jayasuriya, Kemp, Marshall, Pearson & Rajagopalan & Mr Hales.
4. Minutes of last business meeting: 25 February 2015 (circulated in the Porthole). Capt Pronk moved that the minutes be accepted as a true and correct record of proceedings. Seconded by Capt Carr and carried.
5. Business arising from the minutes:
  - a) Speakers:

April: Rod Hunter, Maritime Studies Co-ordinator, Le Fevre High School. Topic: "Maritime Studies – Aims, Curriculum & Future Plans". Ladies lunch.  
May: Bob Buchanan. Topic: recently concluded cruise. (Bob Buchanan)  
June: To be advised.  
July: To be advised (Governor?).  
August: To be advised  
September: To be advised. (Stand by: Paul Phillips on "Recent Visit to Egypt")  
October: To be advised.  
November: To be advised.  
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?)

Visits:  
Suggestions: Australian Maritime & Fisheries Academy: bridge & engine room simulators and ship fire fighting training facility (Paul Phillips).  
Working tug visit (Mike Carrington).  
One & All: Visit proposed 17 April 2015 at 10.00 (Eddie Carr to contact Alan Burgess).  
Archie Badenoch: River trip? (Mike Parsons)  
Norwood Traffic Management Centre (Ian Dickson).  
Le Fevre High School.
  - b) "Master Mariner" journal. Mike Carrington: Possible topic: "Diamond dredging in Namibia" (Mike Carrington)?  
More articles required.
  - c) Development of maritime facilities and construction programs: The Branch Secretary wrote to the Federal Secretary on 26/11/14; still no reply.
  - d) Complimentary bottles of port: 1doz bottles have been received and labelled.
  - e) Company Plaques: 5 plaques will be delivered on 30 March 2015. The cost will be \$55.00 each, Total: \$275.00.
6. Treasurer's report: (Report tabled)

Balance at 25/02/15	2,202.02	Bendigo Bank deposit balance at 25/02/15	2,703.74
Income: Subs	305.66	Interest added quarterly	
			<u>0.00</u>
Expenditure:	<u>75.97</u>	Bendigo Bank deposit balance at 18/03/15	<u>2,703.74</u>
Balance at 18/03/15	<u>2,431.71</u>	Bendigo Bank Term Deposit at 1/02/15	<u>7,051.66</u>
		Re-invested for 9 months from 1/02/15 @ 3.40%	

Capt Hammond proposed that the Treasurer's report be accepted. Seconded by Capt Lydell and carried.

7. Membership:Applications:

Applicant	Status sought	Branch	Master's Certificate			Occupation/ Position
			No.	Date	Place	
Gemma Johanna CAPONE	Ordinary	West Australia	AY14219	10/10/14	Fremantle	1 <sup>st</sup> Officer, <i>Skandi Hercules</i>
Vikas BANGIA	Ordinary	West Australia	CoC0030023	2/06/03	Southampton	Harbour Master, Broome

Ratifications: Nil.Branch Members:

Category	Number		Total
	Financial	Unfinancial	
Members	7	0	7
Seagoing members (incl. tug crews & pilots)	1	2	3
Retired members	15	0	15
Associate member	<u>2</u>	<u>1</u>	<u>3</u>
Total paying members	25	3	28
Honorary members	<u>4</u>	<u>0</u>	<u>4</u>
Total Levied Members	<u>29</u>	<u>3</u>	<u>32</u>
Life Members			<u>2</u>
Total Branch Membership			<u>3</u>

8. Correspondence 14/02/15 to 13/03/15: (Summary tabled). Inwards correspondence received & outwards correspondence approved at the Branch Court meeting on 18/03/15.

Letter from Government House, dated 4/03/15, confirming the Governor's agreement to becoming our patron.

9. Federal Matters:

- a) Federal Court: The Federal AGM will be held in Launceston, Tas., on the afternoon of 17/04/15. Captain Phillips will be unable to attend, but will arrange for a proxy. Captain Westley indicated his willingness to attend in Captain Phillips' stead.
- b) 75<sup>th</sup> anniversary book: Nothing to report.

10. Motions on Notice: Nil11. General Business:

- a) Articles for "Master Mariner" Always wanted.
- b) "Master Mariner" advertising rates. The Branch Master drew attention to the special rates for Company Members set out in the flyer "Media Kit 2014", suggesting that it could be attractive to Members who are in business as managers or proprietors. The Branch Secretary was directed to obtain details of the advertising costs for non-Members (Ian Dickson).

“General Business” continued from page 3.

c) Model clipper ship.

Captain Lydell advised the meeting that he has a model 3 masted clipper ship, fully rigged but without sails, in a 1m long glass fronted wooden case, which he wishes to dispose of and would welcome enquiries from anyone interested.

d) Attendance of non-members at Branch meetings

It was suggested that the term “Ladies Lunch” was outdated, and that, because some members required transport, members’ partners be welcome to attend Branch meetings. Following discussion, Captain Dickson proposed:

“that future meetings be open to Members’ wives and partners.”

However, as there was no seconder, the motion failed

12. **The next Branch meeting will be held at 1145 for 1200 on Wednesday, 29 April 2015, at the Largs Pier Hotel, Largs Bay. The guest speaker will be Rod Hunter, Maritime Studies Co-ordinator, Le Fevre High School. Topic: “Maritime Studies – Aims, Curriculum and Future Plans”.**

13. Business meeting closed at 1247 hrs.

14. The meeting resumed at 1340 hours when the guest speaker, Mr Bill Leahy, was introduced by the Branch Master. Mr Leahy is a retired High School teacher and has become a volunteer guide with the Adelaide City Council. He was asked by the Adelaide City Council to specialise as a guide at the Central Market and has performed this role for the last five years.



The Central Market was established by the Council back in 1870 as a predominantly retail outlet selling to consumers, while the East End Market (now at Pooraka) catered for growers supplying retail traders.

The Central Market is owned by the A.C.C., but the council has outsourced the management and is currently under brand new management. Since the 1950’s the Market has come under increasing pressure from super-market chains and regional shopping centres, together with local Farmers’ Markets. A major reconstruction has taken place and includes large and economical car parks.

The Council determines the type of stall holders, which are mainly fruit and vegetables, but also other foodstuffs, such as fresh and smoked seafood and meats and specialised cheeses. Currently there are three seafood, three nut, three meats and twenty five fruit and vegetable outlets. The Market management is promoting a kitchen area providing cooking classes.

There are, of course, other shops selling souvenirs, knick-knacks, casual clothing and so on.

At the conclusion of his talk, Mr Leahy answered questions, after which he was thanked by Captain Buchanan, supported by the acclamation of members.

15. The meeting closed at 1420 hrs.

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The following is an edited article, the original of which was included in the "Tees Packet", the journal of the Teesside Ship Society, issue 202, dated May 2015(!), editor, Derek Hinds.

A Pilot's Memories:-

## 'LIKE A CORK OUT OF A BOTTLE'.

By Derek Williams



One beautiful summer's afternoon in 1969, I was given a plum job: the **BENCROACHAN**, (12,092grt, built 1968), Sea to Middlesbrough B. R. Dock, No 10 quay, portside alongside. The Ben-Liners were amongst the cream of ships and were a joy to pilot - good conditions, always well kept, Chinese crew who knew what to do and did it well. British Captains and officers that we all knew and got on well with.

When I arrived at the pilot station, Tony Crompton asked if he could do a trip with me. He was a junior pilot, halfway through his licences, so this was a good passage for him. The **BENCROACHAN** was one of the largest ships dimensionally to enter the B.R. Dock; with her beam, we only had two feet to spare in the lock.

By the time we had discussed the job, she was coming up from the South at a rate of knots. Off we went on the cutter to meet her outside the Fairway Buoy. She really was a picture in the sunlight with her bow wave creaming up from her forefoot. As she slowed down, the skipper of the cutter made his long turn so that we would meet the ship as her ladder came abeam. Looking at it we realized that we were in for a long climb as it was about 30 feet to the deck. Once on board I told the young officer to take it easy whilst we got our breath back, for we still had to climb four more decks to the bridge.

We were met on the bridge by the Master and I shook his hand and then introduced Tony. I asked the Master if he could con the ship into the river. He was quite happy, so Tony started to make all the arrangements with the Harbour Office and then with the tugs. We were informed that there was a deep loaded bulker singling up ready to clear our berth, so we were asked to keep in touch and adjust our speed accordingly.

Armed with this knowledge Tony set the ship off into the river, closely watched by myself and the Master. By the time that the bulker was lined up for the dock entrance we were almost stopped off Smith's Quay. Tony told the tugs to hold us there and give the outward ship plenty of room to clear the Dock Cut and for her to enter the river. Once she was abeam of Cochranes, we set the **BEN** ahead, with me doing the job and Tony observing.

We glided slowly into the dock entrance with the tugs doing most of the work, with only the odd engine movement from me. When we were well entered into the lock, the first part of the job was really over. However, the ship gradually came to a halt with the stem well into the dock. I told the head tug to give us the lot. He said that he was. So, I gave the engine a touch ahead and still nothing happened, even at slow ahead. The Master, who was looking at me, as was Tony, asked "Could we be aground?" I put the helm hard over both ways and the stern was observed to swing, so that was not the problem, and anyway the bulker was much deeper than we were. Very perplexing! However, the Dock Master came abeam of the bridge and informed me that it was the dock-head fenders that we were wedged on. Normally they were vertical on the stone quay, however, they had been pushed well into the cut by the ship that had just sailed. Normally, they would have been pushed back by us. Unfortunately we were so fine forward that we had glided past them with about sixty feet of our bow, and, as the beam increased, we gradually squashed them. Now, instead of acting as fenders, they were acting as brakes, so I stopped engines and the towing.

Time for a conference, could we get the Chief engineer up to the bridge? Whilst he was on his way, the Master and I discussed the options:- One, pull the ship back out into the river and hope that the Dock staff could free the fenders. Two, force the ship through on engine power. The first option was a problem as the bulker that had sailed had needed high water to leave the dock. The tide was now running out fast and we could miss the tide. The second option also had a problem, in that with the length of the ship we did not have a lot of room to No 5 quay which was right ahead of us. When the Chief arrived, we quickly told him the

options and the drawbacks. I asked him if we used the second option, could he give me maximum astern power when I needed it? He said that he would make sure that we got the lot. With that, we decided to force her through, and, as the Chief went back down to the engine room, we told the Dock Master and the tugs of our decision. The Dock master gave us the go ahead.

The voice pipe from the engine room shrilled and they said that they were ready.

Engines dead slow ahead, tug towing flat out; slow ahead, still no movement, half ahead. Now this was a lot of power and still no movement. Just as I was contemplating full ahead, the vessel started moving; it was like a cork out of a bottle! As soon as we pushed the fenders clear, it was "full astern!", even though there was a lot of the ship still in the dock cut. This was frowned upon as the deep wash may disturb the sill. But, as we were closing No. 5 quay rapidly, it was the only action to take. When the Dock Master waved to say the stern was clear of the knuckle we were still ploughing ahead. However, the transverse thrust was beginning to take effect and with the head tug laid right out, we missed the quay by a few feet. After that, berthing was a doddle. Needless to say that after this, it was the last time the big Ben-boats used the B.R. Dock; they went downriver to the new Tees-Dock.

#### EDITOR'S NOTE

*BENCRUACHAN* was only eight months old and was on the U.K. coast preparing for her third voyage to the Far East, when this incident took place.

Three years later in 1973, *BENCRUACHAN* was struck by a freak wave off the coast of South Africa and had her bow severely damaged. She had to be towed into Durban for temporary repairs before continuing on her homeward voyage to get permanently repaired at Rotterdam.

In 1978, whilst transiting the Suez Canal, *BENCRUACHAN* had to take evasive action due to a ship breaking down ahead of her in the south bound convoy; this resulted in her running aground between the Great Bitter Lake and Little Bitter Lake. The ship had to be lightened before she was refloated, losing around 14 days of her voyage.

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#### MODEL CLIPPER SHIP LOOKING FOR A GOOD HOME.



Alan Lydell wishes to dispose of this fine model ship in its 1.000m x 0.600m x 0.350m wooden case because he is about to move to smaller accommodation.

Must sell! All offers will be considered!

0438888053 or [alydell@hotmail.com](mailto:alydell@hotmail.com)

## World's first floating tidal BlueTEC platform ready for electricity generation

The first BlueTEC Tidal Energy platform has been formally named by the Mayor of Texel, the Netherlands.



The floating platform, which holds tidal turbines below the sea surface, will soon be positioned near the island of Texel - supplying clean electricity to the Dutch grid, Damen said in its press release.

This first BlueTEC will serve as a demonstration platform targeted at remote locations world-wide, such as islands in Indonesia, Philippines and the Pacific. It is also the start of further development of higher capacity tidal energy platforms, to be deployed in large farms.



In the coming weeks, the platform will be installed offshore the island of Texel and connected to the Dutch electricity grid - starting its electricity production before summer. It is meant to stay there producing electricity for several years, allowing multiple turbines to be tried out. This platform is targeted at a worldwide market, and it can be shipped as containers and installed anywhere in the world, to provide clean electricity in remote areas and small islands, replacing

expensive and polluting diesel generators.

An important advantage of tidal energy is its predictability and consistency, bringing stability to local electricity grids. As all vulnerable electronic equipment is safely housed inside the unit, with easy access from the surface since it floats, inspection for maintenance and repair purposes is a straightforward matter. This makes it a truly unique product. It is also the first time that a complete, integrated tidal system is offered to the market.

Bluwater's core business is to design, deliver and operate Floating Production, Storage and Offloading (FPSO) systems and Single Point Mooring (SPM) systems. The New Energy department uses the skills and experience of the core business to develop advanced technology for harvesting clean and sustainable energy, starting with Tidal Energy. Bluwater's New Energy department is the initiator and leading partner in the development of the BlueTEC Texel Tidal Project. They started in 2009 with the development of the floating BlueTEC concept. The platform is a development of Damen's modular barge system - a flexible product that can be put into effect in the construction of a wide range of vessels from dredgers and jetties to ferries and pontoons. Damen used three standard container-sized modules to construct the Texel platform. The efficiency of containerized transportation combined with uncomplicated assembly, means that the platform can be transported and installed anywhere in the world.

Damen Shipyards Group operates 32 ship- and repair yards, employing 8,000 people worldwide. Damen has built more than 5,000 vessels in more than 100 countries and delivers approximately 180 vessels annually to customers worldwide. Damen's role in the Texel tidal energy platform stems from its focus on standardisation and modular construction, which leads to short delivery times, low 'total cost of ownership', high resale value and reliable performance. Furthermore, Damen products are based on thorough R&D and proven technology. "The Texel tidal platform consists of a lot of shipbuilding components and Damen has all the disciplines necessary to put that all together," says Damen Sales Manager Jelle Meindertma. "In the future, our series construction will really come to the fore when dealing with tidal generation 'farms' with 20 or 30 turbine platforms. There is a lot of potential in the tidal energy market - this prototype is just the beginning.

"Partners in the BlueTEC Texel Tidal Project are as follows: Acta Marine, Tocado Tidal Turbines, SCHOTTEL HYDRO, TKF, Vryhof Anchors, The Royal Netherlands Institute for Sea

Research, Nylacast, Tidal Testing Centre, Niron Staal Amsterdam B.V., Port Den Helder and Van Oord.

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Photos : Geert Woord - Seamar Services ©

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### **2015 Federal AGM summary** Bob Westley

*This year's federal AGM was held at the Australian Maritime College, Launceston, after completion of the 2015 Congress, and, as our Branch Master was unable to attend, our Past Branch Master, Bob Westley, volunteered to be his proxy. The following is his report:*

The AGM was held in the AMC boardroom, and started off with a report by Allan Gray on the just completed Congress. We had an attendance of 56 delegates, and by dint of operating on a shoe-string, we actually came away in the end with a small profit, much to everyone's relief. By all accounts from the delegates, it was a well run and successful event, the various lectures being of high standard, and the Sponsors all happy. The resulting agreement was that future Congresses will be biennial and alternate between the East and West coasts, with the next event being in 2017 in Sydney. Two major pluses were a re-linking with the Maritime College, and a Congress paper, which resulted in a commitment by the AMC to examine the whole Supply Chain Logistics concerning Australian cargoes.

In the AGM proper, the various Federal Office Bearers gave their reports, the actual print-outs being with the Branch Court at present, and, if not published in this edition of the Porthole, will surely be tabled at the April Branch Meeting. They will all, of course, be published in the Minutes of the AGM to be released at a later date.

The Anniversary book was to have been available to us in the rough for this meeting. This did not eventuate despite promises made. The directors were not happy, and the Secretary promised further action.

We heard that the Federal Master is trying to engage the Master of the Company (the Governor General) to open the next Congress, or at least attend the Congress Dinner. The Federal Master is also trying to obtain further recognition for the Merchant Navy at the Canberra War Memorial. Apparently the present recognition only extends to a brass plaque in the gardens engraved with the names of the local war dead, but the many Australians who lost their lives in the North Atlantic convoys in British ships are not commemorated.

The 'Master Mariner' magazine mailing arrangements have been a success and will continue as at present. Another dozen magazines will be sent to each branch secretary for presenting to anyone who asks for one and also for guests and speakers at our lunches.

The only change to the membership of the Company's Board is the Federal Treasurer; Captain Ian French has stood down and been replaced by Captain Francis Castellino, of the Melbourne Branch.

The Federal Secretary was asked to stay on for at least another year, and to this he agreed. His stipend was increased this year by \$200 to \$8480. He was also granted a telephone allowance of \$1180. We have paid our IFSMA registration fee of \$1400. The Federal Master will clarify this in an article in May's edition of the Master Mariner. Only active members in CoMMA are counted when calculating the capitation costs.

We have agreed to raise the Application Fee for joining CoMMA to \$130, which really only recovers costs, and we have raised the capitation fees from the branches by \$5 for this coming year to a total of \$70. It was suggested that this increase should be passed on.

The budget income for the year 2015 was set at \$42,000 which included \$4000 from the Congress

just held. The projected expenditure for this coming year was deemed to be in the region of \$40,000 including \$10,000 allowed for this AGM.

The next telephone meeting of directors will be in July sometime, and the next AGM will be in Brisbane in April 2016, sometime before Anzac Day.

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## Shipping Industry Welcomes EU Decision on Mediterranean Rescue Mission, but Concerns Remain

BY MIKE SCHULER ON APRIL 24, 2015



The International Chamber of Shipping (ICS) and European Community Shipowners' Associations (ECSA) have welcomed the decision by European Union leaders to triple resources of search and rescue operations in the Mediterranean, but question whether the move will be enough to prevent further loss of life of migrants trying to reach Europe via the Mediterranean Sea.

During an emergency meeting of the European Council held on Thursday, EU leaders agreed to triple the funding to Operation Triton to match that previously allocated to Italy's Mare Nostrum rescue mission, as well as to enhance Triton's

operational capability.

While the ICS and ECSA welcome the decision, the organizations say that the fact that operation Triton remains within the mandate of the EU border agency FRONTEX raises serious questions about its effectiveness.

Speaking from Brussels, Patrick Verhoeven, Secretary General of the ECSA, commented: "EU leaders have agreed to increase resources and assets available for search and rescue operations, within the mandate of Frontex. Laudable as these efforts are, they still fall short of the scale and mandate of last year's Italian operation Mare Nostrum, which saved hundreds of thousands of people in 2014. What is needed immediately is a similar, EU-led, large-scale search and rescue mission, able to operate far from the EU territorial waters, which is where most of the accidents involving migrants take place."

Commenting on the operational capabilities of Triton, Peter Hinchliffe, Secretary General of the London-based ICS, added: "We understand that the resources of Triton can be deployed in international waters when called upon by national Maritime Rescue Coordination Centres, but it remains highly doubtful whether they can rapidly reach areas near the Libyan coast, where most incidents tend to occur. It seems that merchant ships, which are not best equipped to rescue hundreds of people at a time, will continue to be called upon frequently to respond to requests for assistance. A clear mandate for humanitarian rescue operations by EU States still appears to be outstanding."

In the past 16 months, merchant ships have participated in almost 1,000 migrant rescue operations in the Mediterranean, leading to the rescue of more than 40,000 people, according to the ICS and ESCA.

BIMCO, the world's largest international shipping association, has also welcomed the decision by the EU, and the contribution of extra ships, planes and helicopters by EU Member States to assist with the search and rescue, but also warns that rescuing migrants at sea will continue to pose a health, safety and security threat to seafarers at sea.

In a statement regarding the EU's decision, Lars Robert Pedersen, Deputy Secretary General at BIMCO, said: "The shipping industry has recently highlighted the risks to the health, safety and security of seafarers who assist distressed migrants in increasingly large numbers.

"Merchant ships are ill-equipped to deal with large-scale rescue operations involving many hundreds of migrants, and it may compromise the safety of those onboard as well as those they attempt to rescue.

"The long term problem of huge migratory flow in the Mediterranean has led to a humanitarian crisis at sea that merchant shipping is not equipped to handle. Migration is an issue for nations to resolve.

"The industry had called for an expansion of the geographical scope of Operation Triton to include areas

where migrants are most likely to be found before they get into serious difficulty. This does not yet seem to have been addressed."

According to the International Organization for Migration, over 1,700 migrants are believed to have died trying to cross the Mediterranean so far this year (as of April 21), compared with the 56 migrant deaths reported by the same time in 2014. At the current rate, the IOM fears that the 2014 total of 3,279 migrant deaths may be surpassed this year in just a matter of weeks.

The IOM has called the EU decision "an important initial step" towards dealing with the crisis.

The crisis reached its tipping point on Sunday when a wooden fishing boat carrying about 800 people capsized off the coast of Libya as a cargo ship was coming to its aid. Over 750 are believed to have died.

Source: gCaptain.

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## How Many Cranes Does It Take to Unload a Giant Boxship at Port Klang?

BY MIKE SCHULER ON APRIL 22, 2015



Photos: CMA CGM.

During *CMA CGM Kerguelen's* maiden call at Port Klang Port Terminal in Malaysia, the terminal set up a unique arrangement of cranes to match the length of the 398m vessel.

So exactly how many cranes did it take to unload the vessel? Twelve. Twelve cranes were used simultaneously to unload the ship, which according to CMA CGM is a company record.

*CMA CGM Kerguelen* was delivered to CMA CGM on March 21, 2015. With a TEU capacity of 17,722 TEU, the vessel is the group's largest container ship to date. The ship is the first in a series of 6 vessels of the same size that will be delivered in 2015.

Source: gCaptain

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