



The Porthole

Volume 15 No. 07
July 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:

I cannot truthfully say I am glad to be home to the cold and damp of an Adelaide winter after an enjoyable holiday visiting the Nile Valley and enjoying a very nice UK summer. I arrived home in time to attend our June Branch meeting at which I was honoured to welcome our Patron, His Excellency the Honourable Hieu Van Le AO, Governor of South Australia, as our guest. Thank you to all members, and their partners, who were able to make time to attend the lunch.

While visiting a museum in Southampton I came across a large world globe on which were shown the tracks of 19th century clipper ships - making transits of the Panama Canal! I suggest that the Australian public's knowledge of the maritime industry is little better.

On pages 7 and 8 of this edition of the PORTHOLE will be found two documents which promote discussions on the maritime industry in Australia. On page 10, you will find two related proposals which you will be asked to vote on at Wednesday's Branch meeting. There are members who believe the Company should strictly conform to the principle of being an apolitical body; there are others, your Branch Master being one of the latter, who believe greater emphasis should be placed on promoting the interests and status of the Merchant Navy generally and of Master Mariners in particular. To this end the Company should aim to provide in Australia a unified body of Master Mariners capable of collective representation on all occasions and in all matters affecting their interests or the status of the Merchant Navy and its Officers. I would therefore ask you to consider the enclosed invitations in preparation for voting at Wednesday's meeting.

Paul P
Branch Master

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Guest Speaker:

Tony Carr, who will give an illustrated talk about his trek along the Kakoda Trail

The next Branch Meeting will be held at the Largs Pier Hotel, 198 The Esplanade, Largs Bay, on Wednesday, 29th July 2015, at 1145 for 1200.

Please confirm your attendance at the lunch or register your apology before 1200 on Monday, 27th June 2015, with Ian Dickson (8396 1030)



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 24 June 2015, at 1200.

Minutes

1. Opening & welcome: Meeting opened at 1200hrs. Branch Master welcomed members and guests.
2. Present:
Members: Captains Phillips (Branch Master), Carr, Dickson, Ferrao, Ganesan, Hammond, Hehir, Jayasuriya, Kemp, Lydell, Parsons, Pronk, Rajagopalan & Westley.
Associates: Messrs Boettcher, Hales & Lt Cmdr Wynne.
Guests: His Excellency the Honourable Hieu Van Le AO (Governor of South Australia), Mr Travis, Mss Dickson, Hammond, Lydell, Parsons, Phillips, Sladden (Aide-de Camp) & Westley, and the Governor's Security Liaison Officer.
Apologies: Captains Barnes, Bourne-Jones, Buchanan, Carrington, Carter, Fraser, Holmes, Marshall, & Pearson.
3. Minutes of last business meeting, 27 May 2015: (circulated in the Porthole). Captain Carr proposed that the minutes represented a true and correct record of proceedings. Seconded by Capt Pronk and carried.
4. Business arising from the minutes:
 - a) Speakers:
July: To be advised
August: To be advised (Stand by: Paul Phillips on "Recent Visit to Egypt")
September: To be advised.
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: To be arranged (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 (Paul Phillips, Ian Dickson).
 - d) Company Plaques: One to be given to the Governor at this meeting (Paul Phillips).
5. Treasurer's report: (Report tabled)

Balance at 20/05/15	2,238.73	Bendigo Bank deposit balance at 20/05/15	2,676.76
Income: Subs & Interest.	85.02	Interest added quarterly	0.00
Expenditure: Postage, Journal & PO Box fee	-172.50	Bendigo Bank deposit balance at 18/06/15	2,676.76
Balance at 18/06/15	2,151.25		
		Bendigo Bank Term Deposit at 1/02/15	7,051.66
		Re-invested for 9 months from 1/02/15 @ 3.40%	

Captain Hammond proposed that the Treasurer's report be accepted. Seconded by Capt Pronk.
6. Correspondence 16/05/15 to 12/06/15: (Summary tabled). Inwards correspondence received & outwards correspondence approved at the Branch Court meeting on 17/06/15.

7. Membership:Applications: Nil.Ratifications: Nil.Branch Members:

	Category	Number		
		Financial	Un-financial	Total
Members		7	0	7
Seagoing members (incl. tug crews & pilots)		2	1	3
Retired members		15	0	15
Associate member		<u>3</u>	<u>0</u>	<u>3</u>
Total paying members		27	1	28
Honorary members		<u>4</u>	<u>0</u>	<u>4</u>
Total Levied Members		<u>31</u>	<u>1</u>	<u>32</u>
Life Members				<u>2</u>
Total Branch Membership				<u>34</u>

8. Federal Matters: A phone link is scheduled for July and the Branch Master should be able to report at the next Branch meeting

9. Motions on Notice: Nil

10. General Business:

a) Articles for "Master Mariner": Always required.

b) Other business: Nil.

11. **The next Branch meeting will be held at 1145 for 1200 on Wednesday, 29 July 2015, at the Largs Pier Hotel, Largs Bay. The guest speaker to be advised**

12. Closure: Business meeting was closed at 1210 hours

14. Distinguished Guest: Members and guests stood to welcome His Excellency Mr Hieu Van Le, Governor of South Australia and Patron of the S.A. Branch.

15. At 1335 the Branch Master introduced Mr Le to talk to the meeting on his hazardous escape from Vietnam and finding refuge in Australia. The talk is summarised as follows:

Vietnam had experienced 99 years of French rule. When the French withdrew in 1954, the country was divided into North and South Vietnam at the 17°N parallel, the North being predominantly Communist while the South was Buddhist with a large Roman Catholic minority. Mr Le and his family were Roman Catholics and lived in Quang Tri, the northernmost province of South Vietnam. Early in 1968, when Mr Le was 14 years old, the North launched the Tet offensive and tried to take over the entire country using military force. Some of the fiercest and most prolonged fighting occurred in Quang Tri, with that battle lasting 81 days, when US aircraft dropped bombs at a rate of 1,300 per day – more in total than all the bombs dropped in all of WW II. Fearing Communist persecution, Mr Le's family moved south to Da Nang and Mr Le studied at Dalat University. The ensuing civil war, with the South supported by USA, with Australia and other allies, and the North backed by USSR and China, dragged on until 1975, when, under political pressure at home, the US withdrew. The entire country came under North Vietnam control.

This did not result in a unified country. The communists took over land ownership, and prominent South Vietnamese, considered to be US puppets and/or threats to the new administration, were imprisoned. Mr Le felt that the only choice for him and Mrs Le was to escape to a country where they could find refuge. This was not a decision to be taken lightly. The voyage would be very hazardous and would-be escapees, if discovered by Northern authorities, could be executed. Public executions of would-be escapees were a regular occurrence.

Together with 50 other people, Mr Le obtained a fishing boat and set off from Vung Tau. After 3 days their skipper believed that they were in shipping lanes in international waters, where they would be picked up. However, after several days had passed without seeing any ships, it was decided to head west to Malaysia. When the vessel reached the coast, it was intercepted by the Malaysian Coast Guard, who prevented anyone from landing and towed

the vessel back out to sea. This occurred 6 times until, with their boat sinking under them, they swam ashore at Kota Bharu, where they were then taken to a camp on a Malaysian island. They received limited food and had to dig in the sand to get water.

On the island beach there were a large number of boats which had been abandoned by other refugees so the group planned to build a boat from the wrecks. They also met an officer from the South Vietnamese Navy who was able to advise on basic navigation. So after 3 months in the Malaysian camp, they set off for Australia. They encountered 3 days of terrible storms near Lombok, finally arriving at East Timor. After waiting for good weather, they set out for Australia, finally making a landfall on Melville Island.

On this last leg, who should appear out of the mist but a couple of Aussie fishermen in a tinnie who said "G'day mate. Welcome to Australia!".

They spent 1 week in quarantine in Darwin and started their life in Australia. Mr Le said he and his wife would be always grateful for the welcome they received and the life they have enjoyed since.

At the conclusion of his talk, the Branch Master thanked the Governor and presented him with a Company plaque. The members supported with acclamation

The meeting concluded at 1410 hours.

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DNV GL's Short Sea Ship of the Future is Unmanned

September 11, 2014 by Mike Schuler

World's largest classification society DNV GL has released details of a new concept ship design for the short sea shipping market which is battery powered, highly efficient, and, you guessed it, unmanned.

Details of the "ReVolt" concept were released this week at SMM Hamburg, one of the world's leading maritime trade fairs. DNV GL says the ReVolt is a vessel that is greener, smarter and safer than conventionally fueled and operated vessels, offering a possible solution to the growing needs of marine transport.

Instead of using diesel fuel or even LNG, ReVolt is fully powered by a 3000 kWh battery, thus reducing operating costs by minimizing the number of high maintenance parts such as rotational components. DNV GL says that, at least in concept, the vessel has a range of 100 nautical miles before a recharge is needed, and if the energy required is harnessed from renewable sources, this would eliminate carbon dioxide emissions.

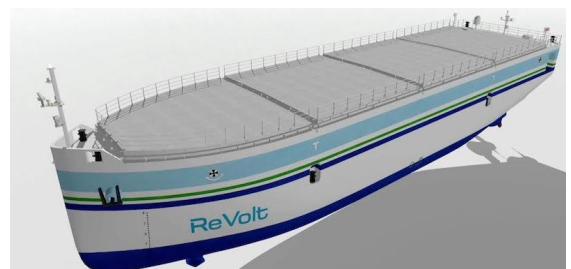
The ReVolt could achieve even greater efficiency by slowing to an average operating speed of 6 knots, leading to less water resistance compared to traditional vessels, which usually travel at about 8.7 knots, DNV GL says. The slower speed allowed DNV GL engineers to fit the concept with a straight vertical bow, further reducing water resistance along the ship's entire profile and ultimately saving energy.

In order to tackle one of the shipping industries' "weakest links", safety will be enhanced through an autonomous navigation system that requires no crew, and therefore eliminates the risk of human error and makes the concept more cost-efficient to operate. DNV GL says that, with an average of 900 fatalities per year, the mortality rate in shipping is 90 percent higher than in comparable land-based industries, primarily due to the human factor when it comes to accidents.

With no crew, there is also no need for crew facilities such as the superstructure, DNV GL says. This results in an increase in loading capacity and low operating and maintenance costs. Compared to a diesel-run ship, DNV GL says that ReVolt could save up to 34 Million USD during its estimated 30-year-life-time.

DNV GL notes that while the ReVolt concept ship is currently still being tested and will not be built until all the required technologies have matured, it should serve as an example of what is conceivably possible given today's technology, and what could also be in store for the future.

"Building and operating this vessel would be possible with today's technology," says Hans Anton Tvette, Senior Researcher at DNV GL. "ReVolt' is intended to serve as inspiration for equipment makers, ship yards and ship owners to develop new solutions on the path to a safe and sustainable future."



The Verrazano – Narrows Bridge



The Verrazano–Narrows Bridge (sometimes called simply the Verrazano Bridge) is a double-decked suspension bridge in the U.S. state of New York that connects the New York City boroughs of Staten Island and Brooklyn. It spans the Narrows, a body of water connecting the relatively protected upper bay with the larger, wide open lower bay.

The bridge is named for the Florentine explorer Giovanni da Verrazzano, whose name is misspelled on the bridge, as well as for the Narrows (in 1524, while in the service of Francis I of France, Verrazzano became the first European to enter New York Harbor and the Hudson River). The bridge has a central span of 4,260 feet (1,298m) and was the longest suspen-

sion bridge in the world at the time of its completion in 1964, surpassing the Golden Gate Bridge by 60 feet, until it was in turn surpassed by 366 feet by the Humber Bridge in the United Kingdom in 1981. It has the eleventh longest main span in the world, while retaining its place as the longest bridge span in the Americas. Its massive towers can be seen throughout a good part of the New York metropolitan area, including from spots in all five boroughs of New York City and in New Jersey.

The bridge establishes a critical link in the local and regional highway system, and also marks the gateway to New York Harbor. All cruise ships and container ships arriving at the Port of New York and New Jersey must pass underneath the bridge and therefore must be built to accommodate the clearance under the bridge. Since 1976, the Staten Island end of the bridge has been the starting point of the New York City Marathon

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MEGA-SHIP TREND 'MAY BE ENDING'

The trend towards ever bigger box ships may have passed its peak, according to a new report which questions whether ultra-large containerships (ULCSs) are now delivering economies of scale.

Produced by the Organisation for Economic Cooperation and Development 'think-tank', the International Transport Forum, the study says container transport costs have been cut by around one-third as a result of the doubling of maximum vessel capacity over the past decade.

However, the research warns, the 'hidden' costs associated with handling ULCSs — such as investment in new port equipment, berth and channel deepening and expanded infrastructure — are substantial, and governments should consider policies to recover them from operators.

The report argues that the cost savings from super-sizing containerships are actually decreasing with size and around 60% of the savings arising from the most modern vessels are linked to more efficient engines.

'The massive ordering of new mega-ships has resulted in oversupply of containerships, which will most likely dampen some of the cost savings due to larger ships, as low demand results in fewer savings per transported container,' it points out.

The report says the 'herd effect' following the first orders for new generation containerships fuelled 'spectacular' ordering over the past 15 years — with total TEU capacity set to reach almost 20m this year, four times the level of 2000.

However, it warns, the boom in capacity is 'completely disconnected from developments in global trade and actual demand' — with a consequential gap between supply and demand of around 20%, which is set to persist until the end of this decade, depressing freight rates and undermining profitability in the sector. The Forum advises countries to assess the costs of ULCSs against the overall economic benefits that they generate. It estimates that the annual knock-on cost of handling mega-ships is around US\$400m a year — with much of the dredging, infrastructure and port hinterland costs having to be met from the public purse.

State aid for shipping could be linked to the industry's commitment to contributing towards such costs, the report suggests, and there should be better dialogue between governments and operators to ensure 'optimised use of mega-ships'.

The report points out that the up-sizing of containerships has also been linked to the consolidation of the sector through mergers and take-overs, and containership alliances now account for four-fifths of the total fleet.

Although it is possible that 24,000TEU ships will be deployed by the end of this decade, the study cautions about the increased loss potential — with the capsizing and sinking of a 19,000TEU vessel likely to cost around US\$1bn as well as posing huge salvage problems. 'Considering the typical regulatory reflex after maritime disasters, a future accident with a mega-containership could change the dynamics on the current situation,' it adds.

The report notes that trends to 'super-sizing' in other sectors — such as ultra-large crude carriers and mega-aircraft — also seem to have passed their peak.

Article taken from "Flashlight" Edition 152, June 2015.

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Neptune Orient Lines Put Up for Sale, Sources Say

July 16 (Reuters) – Singapore state investor Temasek Holdings has put shipping company Neptune Orient Lines Ltd, which has a market value of \$1.7 billion, up for sale, people familiar with the matter told Reuters.

Temasek has hired a bank to seek buyers for the business which made a net loss in five of the past six years, the sources said, as the fund, with \$197 billion under management, seeks to boost its performance by shedding underperforming companies.

The sale of the business was widely expected, especially after Neptune, nearly 67 percent-owned by Temasek, sold its logistics business to Japanese freight carrier Kintetsu World Express Inc for \$1.2 billion.

Last week, Temasek said the value of its portfolio had jumped by almost a fifth, helped by surging China bank stocks.

A Neptune Orient spokeswoman declined to comment.

Temasek Holdings was not immediately available for comment outside office hours.

The sources declined to be identified as the sale process is confidential.

The Wall Street Journal first reported the planned sale. (Reporting by Shubhankar Chakravorty in Bengaluru and Anshuman Daga in Singapore and Denny Thomas in Hong Kong; editing by David Clarke)

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First of Iran's Floating Storage Supertankers Sets Sail After Nuclear Deal

July 16, 2015 by Reuters

By Jonathan Saul

LONDON, July 16 (Reuters) – An Iranian supertanker with two million barrels of oil is heading to Asia after sitting in Iranian waters for months, the first vessel storing crude offshore to sail after a nuclear deal this week, data showed on Thursday.

Iran and six major world powers reached a landmark nuclear deal on Tuesday, clearing the way for an easing of international sanctions on Tehran and higher oil exports.

While oil analysts do not expect Iran to make a major return to the market until next year, it has been parking millions of barrels of oil on tankers for months.

The fully laden *Starla*, operated by Iran's top tanker group NITC, had been used for floating storage since Dec. 12, 2014, a tanker tracking source said.

"This is the first tanker to come off floating storage," the source said. "One of the scenarios is it could do an STS operation, although nothing is known at the moment," the source said, referring to ship-to-ship transfers of oil between two vessels, usually at sea.

Reuters Eikon data showed the vessel was sailing from the Middle East Gulf with a Singapore destination.

Iran's Oil Minister Bijan Zanganeh said last month the country was aiming to add 500,000 barrels per day (bpd) to production within two months of Western sanctions being eased, and as much as 1 million bpd in six to seven months.

The sanctions have halved Iran's shipments to as little as 1 million bpd.

Years of under investment mean Iran may struggle to get its oil industry anywhere near full potential, analysts say. It will also take time to raise output while nuclear inspectors verify Iran's compliance with the terms of the deal, and sanctions are slowly removed.

Last month, tanker tracking sources said Iran was storing as much as 40 million barrels of oil, mostly crude, on board tankers at its anchorages, which could flood the oil market.

Windward, a Tel Aviv operated maritime data and analytics company, estimated this week that Iran was storing 51.4 million barrels of crude and condensate on 28 vessels at sea.

Condensate is a type of very light oil and can be used as a diluent for extra heavy crude and as a feedstock for petrochemical plants and refineries. (editing by David Clarke)

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From: "Carnevale, Lauren (SEN)" <Lauren.Carnevale@aph.gov.au>

Subject: Senate Rural and Regional Affairs and Transport References Committee: Increasing use of so-called Flag of Convenience shipping in Australia - invitation to provide a submission

Date: 22 June 2015 12:47:50 PM AEST

To: "admin@mastermariners.org.au" <admin@mastermariners.org.au>



The Company of Master Mariners of Australia
PO Box 474
Fremantle WA 6959
Via email: admin@mastermariners.org.au

Dear Sir/Madam,

Inquiry into the increasing use of so-called Flag of Convenience shipping in Australia

On 18 June 2015, the Senate referred the following matter to the Rural and Regional Affairs and Transport References Committee for inquiry and report by the first sitting day of 2016:

The increasing use of so-called Flag of Convenience shipping in Australia, with particular reference to:

- a. the effect on Australia's national security, fuel security, minimum employment law standards and our marine environment;
- b. the general standard of Flag of Convenience vessels trading to, from and around Australian ports, and methods of inspection of these vessels to ensure that they are seaworthy and meet required standards;
- c. the employment and possible exposure to exploitation and corruption of international seafarers on Flag of Convenience ships;
- d. discrepancies between legal remedies available to international seafarers in state and territory jurisdictions, opportunities for harmonisation, and the quality of shore-based welfare for seafarers working in Australian waters;
- e. progress made in this area since the 1992 House of Representatives Standing Committee on Transport, Communications and Infrastructure report *Ships of shame: inquiry into ship safety*; and any related matters.

The Committee invites you to make a submission addressing all or some of the issues identified in the Terms of Reference. The closing date for submissions to the inquiry is 7 August 2015. Should you require an extension to this deadline, you should get in touch with the Secretariat as soon as possible. Late submissions are not accepted unless an extension has been granted.

The Committee encourages the lodgement of submissions in electronic form. Submissions can be lodged via the Online Submission System which can be accessed at: <https://senate.aph.gov.au/submissions> or can be sent by email to rrat.sen@aph.gov.au, or by post to:

Committee Secretary
Senate Rural and Regional Affairs and Transport References Committee
PO Box 6100
Parliament House
Canberra ACT 2600
Australia

Please note that submissions become committee documents and, absent a committee decision to the contrary, are published online. Persons making submissions must not release them without the committee's prior ap-

proval. Submissions are covered by parliamentary privilege but their unauthorised release is not.

Please ensure that any submissions or attachments you wish to remain confidential are clearly marked as such. A covering letter, clearly outlining the specific reasons for requesting confidentiality, should also be attached to the submission. Please contact the Secretariat if you require further advice on any issues with regard to confidentiality.

For further information about the inquiry see the inquiry homepage at: http://www.aph.gov.au/Parliamentary_Business/Committees/Senate/Rural_and_Regional_Affairs_and_Transport/Shipping or phone (02) 6277 3511.

Yours sincerely,



Tim Watling
Secretary

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Thursday, 16 July 2015

Abbott Government's latest attack on local industry forces ACTU to take the lead

The Australian Council of Trade Unions will organise a Shipping Industry Summit in order to redress the crisis currently unfolding in Australian shipping.

A motion, tabled by the Maritime Union of Australia, was passed unanimously at yesterday's ACTU Executive meeting, which committed the ACTU to assemble stakeholders from business, unions and the political sphere to identify opportunities to save the critical local industry.

ACTU President Ged Kearney said it was a no-brainer for the ACTU and its affiliates to step in to protect Australia's vital shipping industry.

"It would be a mistake to think the Abbott Government would do anything to protect Australian jobs given its track record," Ms Kearney said.

"Seafarers are the latest victims -following auto manufacturing workers and many others - who have lost their jobs at the hands of the Abbott Government.

"As I said to the recently sacked Alexander Spirit crew in Devonport - we have stood with the MUA before and we will stand with the MUA again in this fight."

MUA National Secretary Paddy Crumlin congratulated the ACTU on taking a leading role in protecting Australian jobs in the face of Government inaction.

"After a period of industry stability and genuine review and reform, the Abbott Government since their election has reinitiated an attack on the right for Australian seafarers to work on Australian domestic shipping routes by having a complete hands-off approach to companies' rorting the current regulations," Mr Crumlin said.

"Not content with this alone the Government then went on a full-on assault in announcing its intention to completely deregulate the industry which will allow foreign ships of shame, with \$2 an hour seafarers, onto domestic routes, against all their rhetoric in regards to national security and environmental protection.

"Australia, as an island nation is extremely dependent on shipping and at the current rate there will not be a single Australian working in one of Australia's biggest industries in the next decade. We will be a nation almost totally reliant on shipping for our economic future without a single national seafarer.

"We strongly appeal to the Federal Government, State governments and opposition parties along with genuine stakeholders in the Australian shipping industry to join into securing this essential national industry and it's highly skilled, security-screened and Australian resident workforce."

Media contact:

Natalie Pestana (ACTU) 0439 986 224 or Ashleigh Telford (MUA) 0424 375 160

IRISH NAVY TO BEGIN COMMERCIALIZING FUEL SAVING KITE TECHNOLOGY

July 17, 2015 by Ship and Bunker



The Irish Naval Service is looking to begin commercializing its kite sail technology, which will help to reduce bunker costs and aid in navigation and security surveillance, the organization announced this week.

A demonstration was reportedly given to Alex White, Irish Minister for Communications, Energy and Natural Resources earlier this week.

“This kite technology brings efficiencies to shipping transport, and enables us to develop better intelligence about our oceans, and new ocean energy technologies being deployed at sea,” said White.

“It is a good example of how Ireland is leading in maritime innovation.”

The Irish Navy has been developing this technology since 2012, and announced last year that it had plans to test the system.

According to the Sustainable Energy Authority of Ireland (SEAI), the arm of the Irish government who helped fund the project, sensors will

be hoisted on large kites 300 meters above naval vessels, which in addition to enhancing ship propulsion, can reportedly improve surveillance range by up to 15 times.

In 2012, it was reported the fuel-saving aspect of the technology would have a large impact, especially as the naval force uses 40 percent of the fuel allocated to the country’s defence forces.

This article was written by ShipandBunker.com, the world’s leading free to access website focused on marine fuel, with news, exclusive features, and bunker price indications for 150+ ports. Follow them on [Twitter](#) and [Facebook](#).

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Container Weighing Guidelines Released.

On July 1, 2016, global containerized maritime commerce will need to comply with new international regulations that require every packed container to have a verified container weight as a condition for vessel loading. In order to bring long-needed improvements to maritime safety, in November 2014 the IMO adopted amendments to the International Convention for the Safety of Life at Sea (SOLAS) Chapter VI, Part A, Regulation 2 - Cargo information. The regulations place a requirement on the shipper of a packed container, regardless of who packed the container, to provide the container’s gross verified weight to the ocean carrier and port terminal representative sufficiently in advance of vessel loading to be used in the preparation of the ship stowage plan. A verified container weight will be a condition for loading a packed container on board a vessel for export.

The vessel operator and the terminal operator will be required to use verified container weights in vessel stowage plans, and they will be prohibited from loading a packed container on board a vessel for export if the container does not have a verified container weight. The World Shipping Council and its member shipping lines have developed guidelines to explain what the implementation of the SOLAS amendments will require of shippers, carriers, and terminal operators. The council recommends that all parties should use the next twelve months to plan for the efficient and effective implementation of the requirement in July 2016. The guidelines are available here:

<http://www.worldshipping.org/industryissues/safety/>

[WSC Guidelines for Implementing the SOLAS Container Weight Verification Requirement.pdf](#)

Source: *The World Shipping Council*

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Motions on Notice: At the meeting on 22 July 2015, the Branch Court considered two documents. One, received from Mike Tyler, the Federal Web Master, was a request by the Senate Rural and Regional Affairs and Transport References Committee for submissions concerning the increasing use of “flags of convenience” vessels.

The other was a media release issued by the ACTU and forwarded by Captain Allan Grey to the Federal Secretary. The media release advised that the ACTU “...will organise a Shipping Industry Summit in order to redress the crisis currently unfolding in Australian shipping.” The release also advised that the ACTU was committed “...to assemble stakeholders...to identify opportunities to save the critical local industry.” The Federal Secretary is seeking advice from Branches on the extent of CMMA involvement.

After consideration of the two documents, the Branch Court has decided to put the following motions for consideration at the Branch meeting on 29 July 2015. Copies of the documents can be found on pages 7 and 8 in this issue.

Motion 1: That this Branch recommends that the Federal Court make a submission to the Senate Rural and Regional Affairs and Transport References Committee (SRRATRC), expressing disappointment and concern at the increasing use of “flags of convenience” vessels and the consequent demise of the Australian merchant fleet.

This Branch also recommends that the submission should also urge the SRRATRC to recognise the urgent need for the growth and maintenance of the Australian maritime industry for strategic, commercial and military reasons.

Motion 2: That this Branch, recognising that the CMMA is an association established to promote the interests and status of the Merchant Navy generally and of Master Mariners in particular but that the CMMA is not a union, recommends that the Federal Court accepts an invitation from the ACTU to participate in the Shipping Industry Summit but with observer status only.

This Branch also recommends that any further involvement only occur after consultation with all branches, and with the agreement of the majority of CMMA members.