



The Porthole

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

PO Box 1, PORT ADELAIDE, SA 5015

Branch Patron: His Excellency the Honorable Hieu Van Le AC



Branch Master's comments

A very good day to all our readers;

This year is passing with particular speed - in fact, who would think that we are a quarter of the way through 2018 already. More to the point, we find that the Federal AGM for 2018 is upon us with the venue and style of the meeting still to be finalized, though we are working on that, and whatever is resolved, the date looks to be 21st of April, the rest to be advised later. The draft Federal Budget has been slightly reworked, and the projected deficit, which was troubling the Branch Court, removed in the process.

On a lighter note, I came across a quote attributed to our old friend Confucius which I thought was pretty much applicable to me, and I presume to the majority of our seagoing or retired seagoing members: "If you love what you do, you will never work a day in your life". Yes, I know we all put in the excessive hours for laughable pay by today's standards, but in retrospect, would anyone rather have been otherwise employed?

Happy Sailing

Bob W (BM)

Speaker: Sally Robertson, Astrophysicist,

whose topic will be

"Searching for neutrinos at the South Pole".

**The next Branch meeting will be held at
the Largs Pier Hotel, 198 The Esplanade, Largs Bay,
on Wednesday, 28th March 2018 at 1145 for 1200.**

**Please confirm your attendance at the lunch
or register your apology before
1200 on Monday, 26th March 2018 with
Bob Westley (0427 644 947) or
Ian Dickson (0418 807 788)**

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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.

Voyage of the Paddle Steamer *Marion* from Wentworth to Renmark.

At the February Branch meeting, our member, Captain Philip Hammond, alternate master of the *Marion*, showed a very well-produced video of a recent voyage of the vessel on the River Murray from Wentworth, NSW, to Renmark, SA.



When building of *Marion* commenced in 1896, it was intended that she should have been a paddle steamer. However, the owner died before the hull was complete and the new owner decided to complete the building as a barge, which was floated in 1897. In early 1900, William Bowering, a local store owner, bought the barge, installed a steam engine and built a superstructure, to use the vessel as a floating store.

Over the years, *Marion* went through many changes of ownership. Her shape and function also changed many times as she changed from cargo with passengers to passengers with cargo and eventually to a passenger boat alone. In her final working guise, *Marion* had

accommodation spread over three decks, lounges on the top and middle decks with the dining room on the main deck.

In her present condition, she has the following statistics:

Length – 107'11"; Beam – 22'7"; Depth of Hull – 5'3"; Height from waterline to top of funnel – 30'.

Tonnage: Underdeck 104.49 tons; Deckhouses 52.82 tons; Gross 157.31 tons.

Engine and crew space 58.2 tons; Nett 99.11 tons; Wood Capacity 40 tons.

Boiler: Steel 120lbs PSI, manufactured by Marshall & Sons, Gainsborough, England.

Engines: Common non-condensing, semi-portable type, 2 cylinders each 11" by 16" stroke, spur gear drive, NHP 20, IHP 120, manufactured by Marshall & Sons, Gainsborough, England, in 1900.

The distance from Wentworth to Renmark is 279 river kilometres and the video skilfully captured the many points of interest during the passage, both on the vessel and on the banks. There were excellent shots of the vessel's bridge and engine while the vessel was under weigh, and of the river banks.

Three events deserve particular mention: Higgins Cutting is a short, narrow passage with very tight bends in it. To negotiate it, at one point *Marion* had to put the bow on the bank, allow the current to swing the stern round until it was possible ease the stern into the next basin, as the bow continued to swing. The engine was put ahead when the bow was lined up with the cutting's exit into the main river.



At a sharp bend, known as the Devil's Elbow (681 river kilometres from the river mouth), the cliffs revealed remarkably striking strata, which Philip stated indicated that each stratum had been an ancient sea bed, and the distance between the strata indicated a time lapse of approximately 10,000 years.

An over-night stop was made at Wilkadene (605 kilometres from the river mouth), the head station of the Murtho Run. The original limestone cottage was built in 1859. Murtho Run had several owners until 1906, when it became the property of the Wilkinson family, wheat and sheep farmers, until 1988. The present homestead was built in 1913 and is now devoted to tourism, providing accommodation, historic exhibits, a restaurant and beer brewed at the property's own brewery.



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Capsized Cargo Ship Under Tow to Port of Le Havre

March 21, 2018 by Mike Schuler

Update: Authorities in France have granted a place of refuge for the wreck of the *Britannica HAV* at the port of Le Havre. The wreck is currently under tow at about 3 knots and is expected to arrive in port on Thursday afternoon.



Photo: Marine Nationale

Earlier: The overturned hull of the *Britannica HAV* is under tow as authorities try to limit the hazard to navigation in the English Channel's busy shipping lanes.

As gCaptain reported yesterday, the 82-metre *Britannica HAV* capsized after it collided with a fishing vessel in the English Channel approximately 50 nautical miles northeast of Cherbourg, France, on Tuesday afternoon. All seven crew members of the cargo ship abandoned ship into a liferaft and were picked up by the fishing vessel.

According to French authorities, the emergency tug *Abeille Liberté* now has the hull under tow in an effort to move the hazard away from shipping lanes as weather starts to deteriorate in the English Channel and North Sea.

In order to connect to the vessel, the *Abeille Liberté* passed the tow line through the bow thruster tunnel, a rather atypical technical solution to get the wreck out of harm's way. Yesterday, authorities said a tow of the vessel was not possible.



Ship Hunters ©

This photo, provided by the website Ship-Hunters.be, shows the damage to the FV Deborah as it pulled into Zeebrugge.

Overnight, rescue crews attached a GPS tracking device onto the wreck and four 15-by-20-foot bilge boards that were lost from the *Britannica HAV* in the collision.

French officials said the Maltese-flagged cargo ship sustained damage on its port side at its centre when it collided with the Belgian-flagged *Deborah* on Tuesday afternoon, causing the cargo ship to capsize.

The *Britannica HAV* reported carrying a cargo of 1,955 tonnes of steel and 48 tons of light diesel fuel on board.

A slight sheen was spotted in the water surrounding the wreck on Tuesday, however, officials say no additional pollution has been observed.

An exclusion zone of 500 meters has been put in place around the convoy.

The British-flagged *THV Galatea*, a buoy-laying vessel, has joined in on the on-scene response effort.

All seven crew members of the *Britannica HAV* have been transferred to

land. No major injuries have been reported.

Source: gCaptain 180322

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Two Days After Collision, Capsized Cargo Ship Arrives Pier Side in Le Havre

March 22, 2018 by Mike Schuler



Photo: Marine Nationale

The wreck of the cargo ship *Britannica HAV* has been tied to a dock at the port of Le Havre now two days after the ship capsized after a collision with a fishing vessel.

The capsized vessel was towed in on Thursday by the emergency tug *Abeille Liberté* with a convoy of escort vessels.

Source: gCaptain 180323.

New Lucky Bay shallow harbour a game-changer for grain growers

ABC Rural

By Brooke Neindorf

Updated Wednesday, 14/03/18, at 09:16

First posted Wednesday, 14/03/18, at 07:41

A new shallow harbour port, which uses vessels to take the grain out to larger ships, will be built on South Australia's Eyre Peninsula.



The \$115 million project at Lucky Bay, near Cowell, will be developed by new company T-Ports, made up largely of South Australian private investors.

Chairman, Rob Chapman, said it would be completed in time for the 2018/2019 harvest with work to begin at the site next week.

He said grain would be ferried out to deep water using a special ship under construction in China.

He said using new technology called trans-shipping, T-Ports would own a \$30 million trans-ship that would ferry the grain out to the larger ships into

the middle of the gulf.

"It is very, very efficient and the farmers will be able to go direct to our port and it will then be loaded and transported out," Mr Chapman said.

The new port will also include grain storage facilities with a capacity to hold 430,000 tonnes of grain and upcountry storage at Lock with the capacity to hold 150,000 tonnes.

Mr Chapman said it was about providing another option for growers and a shallow harbour port fitted well with the location.

"You bring the port to the product. Typically, when you are building a deep-sea port it's got to be done in the right location and it does then exclude many of those people that are on the periphery, farmers and miners. So, we can take these ports to the product."

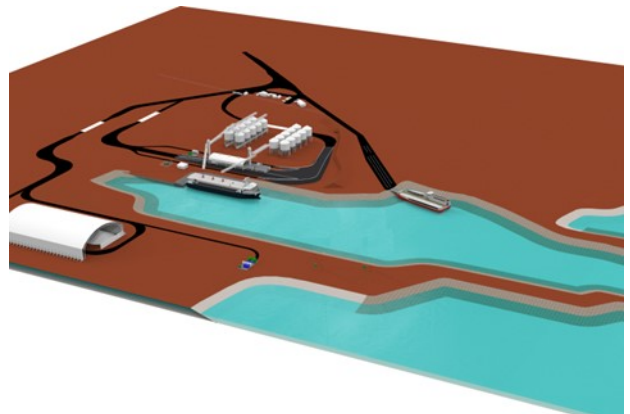
Farmers keen to see more competition in grain on the EP

Following an expression of interest phase in 2017, 120 Eyre Peninsula grain growers indicated their support for the project. It will add another grain market for growers and for many it will cut down on freight costs come harvest time.

Lock grain grower, Andrew Polkinghorne, said the new Lucky Bay project had been a long time coming for many growers and they were looking forward to the supply chain competition. "It is a great outcome for EP growers and the state as a whole. The benefits of this project will flow through to farming families and their local communities."

Mangalo farmer Isaac Gill agreed. His farm is north of Cleve and is about 60 kilometres from Lucky Bay. He said it would help save growers a lot of money in the long run. "It's fantastic because we are going to save off our bottom line extra freight which we have been doing down to Port Lincoln and we often can't deliver straight to port at harvest time. Now we will be able to deliver it straight off the header, straight out of the paddock and straight to port and it could be saving us around \$15 a tonne. It will be a real game changer for a lot of growers in our area."

Source: ABC Rural



An artist's impressions of how the new port and storage facility will look at Lucky Bay. (Supplied: T-Ports)

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Maersk Line: Remains Found on *Maersk Honam*, Active Search and Rescue Suspended

March 12, 2018 by Mike Schuler



The remains of three missing crew members have been found onboard the *Maersk Honam* after last week's devastating fire in the Arabian Sea, Maersk Line confirmed Monday.

The active search and rescue for the fourth missing crew member has been suspended, the shipping company said. "Given the time passed and the severe fire damages of the vessel we must conclude by now that we have lost all four colleagues who have been missing since the fire onboard *Maersk Honam* which began on 6 March," Maersk Line said in a statement. "All four families of our deceased colleagues have been informed."

A search for the missing crew member continues on-board the *Maersk Honam*. At this point, the recovered remains have not been identified, Maersk said.

Evacuated Crew

Monday's news brings the total death toll from the incident to four, with one crew member missing and presumed deceased. The first confirmed fatality was one of 23 evacuated crew members who later died from his injuries.

In Monday's update, Maersk said the medical conditions of the evacuated crew members are progressing. All 22 have received medical treatment on land in India and the majority have now been released from the hospital.

Those crew members with more serious injuries have moved from intensive care to

a general ward and are recovering well, Maersk said.

"Our colleagues that were evacuated to local hospitals in varying conditions of health are improving and we are now preparing to bring them back to their families as their condition allows," says Palle Laursen, Chief Technical Officer for Maersk Line.

The search and rescue operation began immediately after *Maersk Honam* had sent out a distress signal, on 6 March, due to a serious fire aboard while approximately 900 southeast of Salalah, Oman. Several container vessels diverted their route to assist in the search and rescue operation.

Firefighting Progressing

Firefighting on board the *Maersk Honam* progressed over the weekend, with the fire now reported as being contained onboard the vessel, according to the Indian Coast Guard.

Photos of the *Maersk Honam* posted to social media this weekend showed major fire damage from the bow to the vessel's superstructure. The vessel appears to have a slight list to port, possibly the result of firefighting.

The Indian Coast Guard was first to commence firefighting on Thursday, March 8. Two additional vessels, the *CSC Nelson* and *Maersk Involver*, arrived the following day and initiated firefighting.

The salvage operations are being led by Smit Salvage and Ardent, two best-in-class marine salvage companies. "Maersk Line is cooperating with the salvors and has two Marine Engineers onsite, working closely with Smit and Ardent," Maersk said on Monday.

Background

The 353-meter *Maersk Honam*, an ultra-large container ship (ULCS) built in 2017, first reported a serious fire in one of its cargo holds on Tuesday, March 6, while heading west in the Arabian Sea approximately 900 nautical south-east of Salalah, Oman. Of the 27 crew members on board, 23 were evacuated to nearby containership, the *ALS Ceres*.

The *Maersk Honam* is carrying a total of 7,860 containers, corresponding to 12,416 TEU (twenty-foot equivalent).

The Singapore-flagged *Maersk Honam* was delivered in 2017 by Hyundai Heavy Industries in South Korea. It has a nominal capacity of 15,262 TEU (twenty-foot equivalent unit).

A full investigation will be conducted to determine the cause of the fire and the impact to the vessel and cargo.

Source: *Shipping News/gCaptain*.



Fire-Damaged *Maersk Honam* Headed for Jebel Ali

March 22, 2018 by [Mike Schuler](#)

The fire-damaged *Maersk Honam* will be towed to Jebel Ali where its undamaged cargo will be offloaded, according to a statement from Mediterranean Shipping Company, Maersk's partner in the 2M shipping alliance.

In a statement to its customer issued Thursday, MSC said it has been informed by Maersk that the *Maersk Honam* will be headed for Jebel Ali, but it may still be two weeks before the vessel arrives and its ETA has not yet been confirmed.

Source: *gCaptain 180323*.

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Royal Navy Submarine Breaks Through Arctic Ice

2018-03-16 20:47:00

This week, the Royal Navy submarine *HMS Trenchant* broke through the ice of the Arctic Ocean to join U.S. forces on a major exercise. Ice Exercise 18 (ICEX) is a series of trials in the frigid climate of the Arctic Circle, designed to test submariners' skills in operating under the Arctic ice cap.



Trenchant on the surface

HMS Trenchant joins US submarines *USS Connecticut* and *USS Hartford* for the drills, co-ordinated by the US Navy's Arctic Submarine Laboratory. This combined team of military staff and scientists run the testing schedule from an ice camp established on an ice floe in the Arctic Ocean, north of Alaska.

"With every ICEX we are able to build upon our experience and con-

tinue to learn the best way to operate in this unique and harsh environment. We are constantly testing new tactics under the ice, and this exercise allows us to do this on a larger scale and alongside our UK, joint and academic partners," said Rear Admiral James Pitts (USN).

For the Royal Navy it allows testing equipment, notably sonar, against live 'targets' and to practise tracking and simulating attacks against other subma-

rines. Exercises such as this are vital in maintaining the operational readiness of the Royal Navy's submarine fleet and in maintaining the security of the North Atlantic and Arctic oceans.

Among the busy exercise schedule, there was also a moment to pause and reflect on the sacrifice of submariners Paul McCann and Anthony Huntrod, who tragically lost their lives following an explosion on board *HMS Tireless* during a previous ice exercise. The Reverend Mark Mander, Chaplain to the Royal Navy's Faslane Flotilla, held a memorial service on the ice on Wednesday in remembrance of their service. The service was held on board *HMS Trenchant*, before members of the crew gathered on the ice to lay wreaths, flowers and letters from the two submariners' families.



Source: *Shipping News*.



Polar bear sentry on the Trenchant

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Microplastic pollution in oceans is far worse than feared, say scientists

A study reveals highest microplastic pollution levels ever recorded in a river in Manchester, UK and shows that billions of particles flooded into the sea from rivers in the area in just one year

Damian Carrington *Environment editor*

@dpcarrington

Tue 13 Mar 2018

The number of tiny plastic pieces polluting the world's oceans is vastly greater than thought, new research indicates.

The work reveals the highest microplastic pollution yet discovered anywhere in the world in a river near Manchester in the UK. It also shows that the major floods in the area in 2015-16 flushed more than 40bn pieces of microplastic into the sea.

The surge of such a vast amount of microplastic from one small river catchment in a single event led the scientists to conclude that the current estimate for the number of particles in the ocean – five trillion – is a major underestimate.

Microplastics include broken-down plastic waste, synthetic fibres and beads found in personal hygiene products. They are known to harm marine life, which mistake them for food, and can be consumed by humans too via seafood, tap water or other food. The

risk to people is still not known, but there are concerns that microplastics can accumulate toxic chemicals and that the tiniest could enter the bloodstream.

“Given their pervasive and persistent nature, microplastics have become a global environmental concern and a potential risk to human populations,” said Rachel Hurley from the University of Manchester and colleagues in their report, published in *Nature Geoscience*.

The team analysed sediments in 10 rivers within about 20km of Manchester and all but one of the 40 sites showed microplastic contamination. After the winter floods of 2015-16, they took new samples and found that 70% of the microplastics had been swept away, a total of 43bn particles or 850kg. Of those, about 17bn would float in sea water.

“This is a small to medium sized catchment in the north of England, it is one flood event, it is just one year – there is no way that the [5tn global] estimate is right,” said Hurley. The researchers said total microplastic pollution in the world’s oceans “must be far higher”.

The worst hotspot, on the River Tame, had more than 500,000 microplastic particles per square metre in the top 10cm of river bed. This is the worst concentration ever reported and 50% more than the previous record, in beach sediments from South Korea. But Hurley said there may well be worse places yet to be measured: “We don’t have much data for huge rivers in the global south, which may have so much more plastic in them.”

“There is so much effort going into the marine side of the microplastic problem but this research shows it is really originating up-stream in river catchments,” she said. “We need to control those sources to even begin to clean up the oceans.”

About a third of microplastics found by the team before the flooding were microbeads, tiny spheres used in personal care products and banned in the UK in January. This high proportion surprised the scientists, who said the beads may well also derive from industrial uses, which are not covered by the ban.

Erik van Sebille, at Utrecht University in the Netherlands and not part of the research team, said the work does support a much higher estimate of global microplastic pollution in the oceans: “I’m not surprised by that conclusion. In 2015, we found that 99% of all plastic in the ocean is not on the surface anymore. The problem is that we don’t know where that 99% of plastic is. Is it on beaches, the seafloor, in marine organisms? Before we can start thinking about cleaning up the plastic, we’ll first need to know how it’s distributed.”

Anne Marie Mahon, at the Galway-Mayo Institute of Technology in Ireland and also not part of the research team, said: “I am actually glad to see the estimate going up a bit, just to show there is this huge contribution coming from the freshwater system.” However, she cautioned that not all the microplastics shown in the study to be flushed out by the floods necessarily entered the sea – some may have been washed over the floodplain instead.

“It is very difficult to tell how this plastic may be affecting us,” Hurley said. “But they definitely do enter our bodies. The missing gap is we need to know if we are getting contaminants inside us as a result of plastic particles.”

The smallest particles that could be analysed in the new research were 63 microns, roughly the width of a human hair. But much smaller plastic particles will exist, and Hurley said: “It is the really small stuff we get worried about, as they can get through the membranes in the gut and in the bloodstream – that is the real fear.”

'Nowhere is immune': Poisonous plastic pollution reaches ocean's deepest, most remote spots

Source: *Shipping News*.

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China to Roll Out Its First Foreign Maritime Pilot programme

Five Chinese organizations, including the China Maritime Pilots’ Association, are going to conduct the country’s first long-term training for foreign maritime pilots. A total of 15 maritime pilots and 6 tug masters from Ghana’s largest port, the Tema Harbor, and the second largest one, the Takoradi Harbor, will receive the training in batches. A signing ceremony for the training was held in Shanghai on Mar. 12. The first batch of trainees includes maritime pilots and tug masters from the Takoradi Harbor. As the second largest harbor and one of the economic pillars of Ghana, the second largest economy in West Africa, the port exports over 90% of Ghana’s mineral production. There are only 9 berths at its major docks with maximum depth of 10 meters, handling bulk carriers of 45,000 deadweight tonnage (DWT) at most. In order to speed up the conveyance of mineral exports, the port uses unloading vessels at anchor ground to suit bulk carriers with size of over 80,000 DWT and drafts of more than 11 meters. In addition, the port has commenced an expansion project, proposing to build a berth with a capacity of 100,000 tons in phase-1 and one with a capacity of 200,000 tons in phase-2. Over the 40 years since China launched the “reform and opening up” policy, China’s ports have witnessed steady growth in both handling capacity and the number of visiting vessels, resulting an improvement in its proficiency. Besides, the country has gained rich experience in piloting and tugging services. Chinese workers piloted 385,000 vessels in 2017, ranking the first in the world. Considering that the port of Takoradi has never been visited by ships with a tonnage above 100,000, the major content of the training will be focused on navigation, u-turn, as well as berthing and unberthing of large vessels in complex and narrow waters, so that the unloading vessels of the port will better cooperate with large-tonnage ships. The training will also include the piloting and tugging of container ships.

Source: *People’s Daily*

Australia's Icebreaker Taking Shape



Australia's new icebreaking research vessel *RSV Nuyina* is taking shape in the dry dock at Damen Shipyards in Romania, with more than 7,000 tons of steel cut and the assembly of the base of the hull complete.

The *RSV Nuyina* is being built from 10,000 tons of steel, made into 229 sections that will be molded into 57 steel blocks. At Damen Shipyards, block sizes are limited to 300 tons, which is the lifting capacity of the cranes. Because of her weight, only about half the ship will be constructed in the dry dock before she is floated out to a wet dock for completion.

A large number of sections are required due to the weight of the steel needed for ice-breaking; some of the steel plate is 130 millimetres (five inches) thick. A number of high tensile grades are being used to ensure the ship can cope with freezing Antarctic

temperatures. Above the water line the steel can withstand temperatures down to -40°C , while the steel below the water line can withstand -10°C .

The *Nuyina* will serve as a scientific research platform, icebreaker and resupply ship. She is designed for helicopter operations in up to sea state 3 (1.25 metre wave height) and the deployment of watercraft in up to sea state 4 (2.5 metre wave height). Her cruising speed is 12 knots.

She will be able to break 1.65-metre (5.4-foot) ice at a continuous speed of three knots and will use a hybrid propulsion system with two diesel engines driving controllable pitch propellers when icebreaking. Electric motors, powered by diesel generators on flexible mounting systems to absorb vibration, will power the ship for noise-sensitive research operations. Harbor acceptance trials are scheduled for 2019; delivery for 2020. *Nuyina* will be painted in International Orange, reminiscent of the nation's current icebreaker, the *Aurora Australis*.

Source: MAREX

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Paul Allen Exploration Team Finds Yet Another Famous WWII Shipwreck – USS Juneau

March 22, 2018 by gCaptain



The USS Juneau In New York Harbor, 11 February 1942. Courtesy the U.S. National Archives via Paul Allen

The exploration crew aboard Microsoft billionaire Paul Allen's RV *Petrel* has located yet another famous World War II in the South Pacific.

The team announced this week that it had discovered the wreckage of the *USS Juneau* (CL-52) on March 17, 2018 – St. Patrick's Day – at a depth of about 4,200 meters (about 2.6 miles) off the coast of the Solomon Islands.

The *Juneau* was sunk on November 13, 1942 by a Japanese torpedo during the Battle of Guadalcanal, ultimately killing 687 men, including the five Sullivan brothers (pictured) who had all been assigned to the Atlanta-class cruiser.

Source: gCaptain 180323



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