



# The Porthole

Volume 19 No. 2 February 2019

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

Good day once more to our readers,

The end of February is nigh, and thus another edition of Porthole sees the light.

Last Friday, the 15th inst. we had a Federal Court meeting by telephone, with the main item on the agenda being the forthcoming federal AGM. Last year's AGM was held by telephone, mainly in order to conserve funds - and indeed, we saved about \$9,000 by doing so. This was successful to a degree, but it was decided that phone hook-ups for the AGM would be limited to alternate years, and that a face-to-face meeting was still to be considered the norm. It is realised that bringing the federal court together is a fairly expensive endeavour these days, and while we are a long way from insolvent, in the interests of good financial housekeeping, we are holding this year's AGM in either Adelaide or Melbourne, and to this end, information regarding the availability of rooms and a meeting place in Adelaide have been forwarded to the federal court. A big thank you to our hard working local secretary David for that.

The next item discussed was our present financial position, our status being that we are solvent to the tune of about \$54,670 across three bank accounts.

Our nationwide membership has declined by about 30 persons with natural attrition being mainly responsible, as we are not replacing our losses with new blood.

One further item of interest to our members is the request for submissions for the Outstanding Achievement Award for this past year. If anyone has a candidate in mind, please let us know soon.

In conclusion, we are reminded that Sir Peter Cosgrove will relinquish his patronage of the company at the end of this coming June, and the Federal Court will ask his replacement to carry on with the patronage.

I look forward to seeing many of you at next week's monthly luncheon meeting, so until then,

Happy Sailing

Bob W (BM)

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### BRANCH MEMBERS ONLY

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**Speaker: Paul Phillips, whose topic will be  
A River Cruise from Moscow to St Petersburg.**

**The next Branch meeting will be held at  
the Largs Pier Hotel, 198 The Esplanade, Largs Bay,  
on Wednesday, 27th February 2019, at 1145 for 1200.  
Please confirm your attendance at the lunch  
or register your apology before  
1200 on Monday, 25th February 2019 with  
Bob Westley (0427 644 947) or  
David Holmes (0417 444 742)**



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.

## Matthew Flinders: Australia explorer's remains found in HS2 dig

The remains of explorer Captain Matthew Flinders have been identified by archaeologists working on the HS2 project in a London burial ground.



Painting of Captain Matthew Flinders  
Art Gallery of South Australia.  
Captain Matthew Flinders is credited with naming Australia

Captain Flinders led the first circumnavigation of Australia and is credited with naming the country.

Some 61,000 skeletons will be removed from St James's Gardens, where the station for the HS2 rail route will be built near London Euston station.

A recently discovered coffin showed the captain was buried on 23 July 1814.

The dig began in October - one of 60 archaeological sites between London and Birmingham being explored prior to the construction of the £55bn high-speed rail line.

It was known Captain Flinders was among the thousands of people buried at the site, which was built over when Euston station was expanded in the 19th Century but it was unclear



Captain Matthew Flinders' coffin. HS2 Archaeologists were able to identify the remains of the explorer by a lead plate placed on top of his coffin

whether his body or others would be able to be identified.

They were able to identify his remains by the lead breast plate placed on top of his coffin. The discovery so early in the dig has thrilled archaeologists who were not confident they would find Captain Flinders among the 40,000 people interred there, HS2 said.

How do you move the remains of 40,000 people?



Statue in his birth town, in the Market Place, Donnington, Lincs.

Captain Flinders, who was from Lincolnshire, made several significant journeys, notably as commander of *HMS Investigator*. In the ship he became the first known person to navigate around the entire coast of Australia, confirming it as a continent.

He is also credited with giving Australia its name - although he was not the first to use the term, his work popularised its use.

**Significant Australian legacy** Hywel Griffith, BBC News Sydney correspondent

You don't need to go far in Australia to find the name Flinders.

Streets, stations, mountains, towns, a river, a reef and a university all carry the captain's moniker.

But the man credited with mapping this vast country and identifying it as a continent also has a lesser known legacy.

Matthew Flinders also found time to write a biography of Trim, his ship's cat. Trim survived storms, a fall overboard and a shipwreck before, according to Captain Flinders, eventually being eaten by starving slaves in Mauritius. There is even a statue in Sydney to celebrate Trim, and the obvious affection shown to him by his intrepid, seafaring owner.

His headstone marking his final resting place was removed following the expansion of Euston Station into part of the burial ground in the 1840s, and it was thought his remains had been lost. At the bicentenary of this death, a statue was unveiled by the Duke of Cambridge at Australia House and later installed at Euston Station. Helen Wass, HS2 head of heritage, said: "The discovery is an incredible opportunity for us to learn more about the life and remarkable achievements of this British navigator, hydrographer and scientist. Given the number of human remains at St James's, we weren't confident that we were going to find him. We'll now be able to study his skeleton to see whether life at sea left its mark and what more we can learn about him."

Captain Flinders will be reinterred with the buried population of St James's Gardens at a location to be announced, HS2 said.

Source: *The Pulse* 2019-03

## Remote pilotage to be allowed in Finland

Remote pilotage, subject to authorisation, will be allowed in those public channels in Finnish waters and in the Saimaa Canal lease area that have been marked as routes requiring pilotage, Finland's Ministry of Transport and Communications says in a press release. The Pilotage Act will be amended to allow the pilot to perform his or her duties somewhere else than onboard the vessel. The Government proposed, on 17 January 2019, that the Pilotage Act be adopted. A pilotage company has to apply for an authorisation from the Transport and Communications Agency. A requirement for granting an authorisation is that remote pilotage will not, as such, or in combination with other functions, cause any danger to vessel traffic safety or any harm to other vessel traffic or the environment. The remote pilotage authorisation defines the routes and parts of routes where remote pilotage is allowed. It also determines the vessels involved and the origin and destination of the remote pilotage. The authorisation will be granted for a maximum of five years and can be renewed if necessary. A provision will be added to the Act stating that the Defence Forces will be able to exempt foreign state vessels from the obligation to use a pilot. The Defence Forces may exempt vessels that take part in a training exercise organised by them, or participate in another form of defence cooperation or are hosted by the Defence Forces. The President of the Republic was expected to approve the bill on 18 January 2019. The Act was expected to enter into force on 1 February 2019. Source : Portnews

Source: *The Pulse* 2019-03

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## Russia designs ice-breaking nuclear-powered submarine for Arctic shelf operations

**Here it is: A vessel that can both crush through the ice and dive beneath it when working on extraction of mineral resources from the Arctic seabed. By Thomas Nilsen**

It is the design bureau, Malachite, famous for developing several classes of Russian navy nuclear powered submarines, that has presented a new 82 meters long submarine with ice-breaking capabilities. With its special bow and strengthened hull, the submarine is said to be able to navigate through 1.2 metre thick ice in surface position. The vessel will hold Arc5 ice-class,



according to Russian classification. Malachite says, on its site, that the submarine is aimed at working safely beneath the ice without worrying about waves, wind or moving ice on the surface. Fields of operations include both oil and gas subsea installations, as well as potential future extraction of other mineral resources to be mined from the Arctic sea floor. In 2017, President Vladimir Putin said large potentials for economic development are found offshore in the Arctic. The president was talking to the audience at the conference «Arctic - Territory of Dialogue» held in Arkhangelsk. At the same conference, another Russian submarine design bureau, Rubin, presented their version of civilian nuclear-powered submarines to work on mineral extraction in Arctic waters. A set of mini-submarines with lifting capacities powered by a new 24 MW reactor were presented. Also Malachite's Arctic submarine is designed to carry mini-submarines that could work independently from the mother-submarine. Based on the drawings from Malachite, the well-known submarine expert H I Sutton, who runs the portal Covert Shores and has published several books on submarines, has made a few illustrations of how he believes the new Arctic shelf submarine would look, both in the interior and the external body. He describes how the large sail of the submarine includes an integral hangar for a docked dry submersible. There are three remotely operated vehicle (ROV) interfaces: one under the keel, one on the top of the bow and one in the port side. There is also a large grab-arm which fully retracts into the bow. Duration divers would be able to exit from the bottom of the submarine and are provided with an internal hyperbolic chamber for compression, living and decompression. So far, Russia has no offshore subsea oil and gas installation or other mineral mining activities on the shelf. In the European Arctic, the only operating offshore oil field is the Prilazlomnoye in the eastern Barents Sea, operated by a traditional above surface drilling platform, ice-strengthened though. Possible subsea operations in the Arctic involving these new nuclearpowered submarines would in any case be many years into the future. Source: The Barentsobserver

Source: *The Pulse* 2019-03

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## Abandoned seafarers spend second Christmas away from home

For the second Christmas in a row two seafarers – Asmael Alsarwt and Seyed Nasr Soltan – are again stranded, abandoned by their ship's owner thousands of miles from home.

Since being abandoned on their vessel, the PSD2, in Mozambique's Beira port in 2017, the men have received the support of Sailors' Society's Crisis Response Network (CRN).

Earlier this year, Sailors' Society's Crisis Response Network took on its 100<sup>th</sup> crisis case since its launch in 2015 – with piracy, non-payment of wages, death at sea and abandonment accounting for most of the cases supported.

"The two PSD2 crew were in a very bad way when we met them," explains Boet van Schalkwyk, who heads up the CRN in Africa, "and none of them had been paid any wages since they joined the ship."

Asmael, the ship's captain, comes from Syria and is married with two children – a five-year-old daughter and a four-year-old son. Sailors' Society's chaplains are providing him with emotional support through his ordeal and helping with the practical means he needs to try to get home.

"His passport has now expired and we are providing practical support by liaising with the Syrian Embassy in Pretoria to help him get a new one so he can get home to see his family," says van Schalkwyk. The Sailors' Society is working with other charities in the area to pay for food supplies and medical needs. "One of the crew burnt his arm and told us that it wasn't healing, so we went to the pharmacy to get him some ointment. After that it healed very well."

"Seafarers face some of the toughest conditions of any workforce, dangerous conditions, cramped living quarters, isolation. Add to that being abandoned and not knowing when you'll see your loved ones again – the mental health implications are huge.

"Asmael and Seyed have remained on board the ship, knowing that if they go home, they may not be paid for their work.

"Some – like their colleague Mohammed Jahangir Alam – have had no choice but to leave the vessel."

Mohammed, a Bangladeshi chief engineer, was repatriated by the charity after his wife died from cancer. Unfortunately, he didn't make it home in time for her funeral.

"Abandonment issues are complex and can take months – if not years – to settle," says van Schalkwyk.

"Once a ship is abandoned, it can be sold – but these things take time and that can have a huge effect on the seafarers who are left to wait for their outstanding wages."

Despite their ordeal, the men remain resilient.

"During one visit, the crew asked if we could get them fishing rods so they could become partly self-sufficient.

"Since we provided them with the equipment, they've managed to catch quite a few big fish."

Van Schalkwyk says that he is hopeful the men will soon be able to finally return home.

(With thanks to Dennis O'Neill and the Marine Professional, newsletter of IMarEST)

Source: Flashlight 194

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## Emissionless truck models unveiled at Consumer Electronics Show

Paccar, in tandem with Toyota, revealed an emissionless truck model at the Consumer Electronics Show this month.



Three zero emission vehicles were exhibited which are designed for a range of customer applications, "including over-the-road goods transportation, port operations and urban distribution." One of the vehicles is a hydrogen fuel cell electric Kenworth T680 using Toyota hydrogen fuel cell electric powertrains.

"This is an excellent opportunity for Kenworth and Toyota to work together to both explore and drive the development of advanced zero emission technologies that will play a critical role in the commercial transportation of the future," Kenworth general manager and Paccar vice president Mike Dozier says.

This collaboration is part of a US\$41 million (A\$58 million) Zero and Near-Zero Emissions Freight Facilities grant preliminarily awarded by the California Air Resources Board (CARB), with the Port of Los Angeles as the prime applicant.

The grant monies are part of a US \$82 million program that will put fuel-cell electric prime movers, hydrogen fuelling infrastructure, and zero emissions cargo handling equipment into operation in the ports and Los Angeles basin in 2020.

"This is not just a science experiment; the goal is to make a difference in society, to remove pollution and improve the air quality in and around the Port of Los Angeles," Toyota Motor North America executive vice president Bob Carter says.

The Kenworth T680s with the Toyota hydrogen fuel cell electric powertrains charge lithium-ion batteries to optimise performance as needed. Power management systems will apportion the electrical power from the fuel cells to the motors, batteries, and other components, such as electrified power steering and brake air compressors.

The hydrogen fuel cell electric powered Kenworth T680s are to have a range of over 300 miles (450km) under normal haulage operating conditions.

Source: SAFC Freight Log 190130

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## Alucia2 Installing FarSounder 3D FLS

February 7, 2019 by gCaptain

FarSounder's flagship navigation product, the FarSounder-1000 Forward Looking Sonar (FLS), has been selected by the OceanX exploration team to help provide safe passage for *Alucia2*, their new 85.3m research and exploration yacht. *Admarel BV*, a member of the Alewijnse Group, is the FarSounder dealer in the Netherlands instrumental in securing this sale.



This state-of-the-art explorer vessel is set to discover all of the secrets of the ocean. FarSounder's 3D FLS, with no moving parts, is an exemplary addition to *Alucia2*'s navigation capabilities. With the inclusion of a FarSounder-1000, operators of the vessel will be able to view a true underwater 3D image ahead of the ship up to 1000 meters range. The sonar's highly-innovative technology will assist in the prevention of collisions and groundings as the OceanX team explores parts unknown.

The *Alucia2* is a major refit project transforming the former *Volstad Surveyor*, built in 2010 by Freire Shipyard, into one of the most high-tech explorer vessels. This will enable the OceanX team to explore further and deeper into the world's oceans than its predecessor, the *M/V Alucia*. Advanced wet and dry marine research labs as well as a media and production centre, suitable for professional-grade film production, are some of its innovative features. Principals involved with OceanX include Ray Dalio and his son Mark Dalio, along with famed director James Cameron.

As *Alucia2* reaches to the furthest corners of the oceans, the OceanX team can rest-easy knowing the potential for safe exploration is greatly increased with a FarSounder-1000 leading the way. This will ultimately help them reach their goal of shedding light on the great mysteries of the ocean.

Source: gCaptain 190208

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## Walsh & Sons selects Damen Multi Cat for long-term goals

February 7, 2019 by gCaptain

Press Release – Damen Shipyards – UK-based construction services provider S. Walsh & Sons, has ordered a Multi Cat 1908 from Damen Shipyards Group. After finalising a number of modifications, Damen will deliver the 19-metre long vessel ten weeks after receiving the order.



Part of the GRS Group, S. Walsh & Sons is London's premier construction partners, delivering end-to-end materials handling services to the UK civil engineering and construction industries. This comprises excavation, freight (marine, rail and road), materials processing, environmental management, and land remediation. The company has been active for more than 50 years in civil engineering related activities in and around London, working on high-profile projects such as Tilbury Docks, Crossrail, National Grid Power Tunnels, and the Channel Tunnel Rail Link.

### Diverse duties

Equipped with a crane and a large deck space for her size, the new Multi Cat 1908 will serve as a true all-rounder in the S. Walsh & Sons fleet. "The new Damen Multi Cat will be a formidable addition to our expanding fleet on the river Thames," commented GRS Group Chief Executive Jon Fisher. "We chose this vessel for its versatility – we can use it as a tug to push or pull barges loaded with construction materials. Or as a crane vessel working off the side – loading steel or placing cable, for example."

Safety played a critical part in Walsh's decision to order the Multi Cat 1908. The high wheelhouse with 360° visibility allows diverse vessels to be towed or manoeuvred safely and efficiently.

### Damen experience

Referring to the company's long-term goals for its operations on the River Thames, Mr Fisher mentioned the anticipated increase in cargo movements in the coming decades. "We expect the Thames to become a superhighway with anything from 60 to 80 million tonnes of cargo moving in and out of London each year. The acquisition of this multi-purpose vessel is part of our long-term vision."

The *SWS Endurance* is an excellent example of Damen's 'building for stock' strategy. "First of all, we were able to go out on sea trials before we placed the order. And then we can take delivery within ten weeks of ordering," stated S. Walsh & Sons Marine Director, Mark Robinson. "We are happy to be working with Damen again to deliver a diverse and safe working marine fleet for the future projects we will be involved in. Our 'Damen experience' has been absolutely fantastic throughout this whole process."

### UK commitment

"Damen is committed to the UK workboat sector," added Frederik van der Linde, Damen's UK Sales Manager. "We are looking forward to adapting the Multi Cat to meet S Walsh & Sons' requirements and seeing this vessel in operation on the River Thames."

Source: gCaptain 190208

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## ABB to power Iceland's first electric ferry

February 13, 2019 by gCaptain

Press Release – ABB – New electric ferry to operate on an Icelandic route, known for its harsh weather conditions, will benefit from efficiency and sustainability enabled by ABB's technology.



ABB will supply integrated power and electric storage solutions to the Icelandic Road and Coastal Administration's new ferry that will take 3,600 annual trips in the rough waters between Landeyjahöfn on the mainland and the Westman Island, covering 13 km in about 45 minutes.

The 70m-long ferry, with a capacity of 550 passengers and 75 cars, is designed by Polarkonsult and is due for delivery from the Crist S.A. shipyard in 2019. The vessel will feature a large battery pack (3000kWh) and is designed to operate in a fully electric mode for most of the time, with onshore charging in both harbors. During particularly challenging weather conditions, when the con-

sumption of battery power may exceed the available energy, the ferry will utilize its diesel-electric generator set.

The new ferry will replace the 1992-built *MF Herjólfur* in line with Iceland's incentives to promote electric modes of transportation. With 80 percent of Iceland's energy coming from non-fossil resources, led by hydropower and geothermal energy, the newbuilt vessel will be well positioned to support Iceland's sustainability goals.

"Opting for ABB's electric solutions allows the vessel to meet design constraints that initially seem in conflict: it is optimized for cleaner operation and reduced greenhouse gas emissions, whilst power is sufficient to navigate some very hazardous waters safely," said Sigurdur Gretarsson, Director of Maritime Division, Icelandic Road and Coastal Administration.

ABB's power distribution system Onboard DC Grid™ will ensure the high efficiency of the new ferry by allowing the batteries to connect directly to the DC link, which helps avoid losses of power during charging and discharging. Additionally, the system can allow for variable speed operation of the diesel engines, which results in reduced fuel consumption.

The scope of ABB supply also includes generators, transformers, switchboards, the Power and Energy Management System (PEMS) and the Energy Storage Control System (ESCS). The ferry will be connected to ABB Ability™ Collaborative Centers Infrastructure. This network uses remote equipment monitoring and data analytics to enable remote technical support, as well as predictive maintenance and planned interventions.

Crucial to the supporting infrastructure shoreside is the shore power connection delivered by ABB to recharge the battery with a power of 2500kW while the ferry is in the dock. On average, it will take about 30 minutes to recharge.

"Selection of ABB's technologies for a vessel operating on such a tough route, where the water depth is sometimes limited to 4.5 meters, but wave heights can reach 3.5 meters, sets a new benchmark for battery power on board a ship," said Juha Koskela, Managing Director, ABB Marine & Ports. "In line with our vision for electric, digital and connected shipping, this project demonstrates how system integration – whether on board the ship or between the ship's crew and shoreside expertise – is a key success factor for vessel management."

The new ferry will not only reduce the environmental impact, but also improve the regularity of the connection. Previously, during rough weather, the ferry operating the route would travel to an alternative harbor to dock safely, extending the sailing time from 45 minutes to close to 3 hours and causing motion sickness in passengers. The new ferry will be able to enter the destination harbor in challenging weather conditions most of the time, with the rare exception of particularly rough seas.

Source: gCaptain: 190214

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## Photos: Cut Up *Maersk Honam* Heads to South Korea for Rebuild

February 15, 2019 by Mike Schuler

The sound stern section of the fire-stricken *Maersk Honam* has been loaded onto a heavy lift ship in Dubai for its transport to South Korea where it will be rebuilt, Maersk said in an update Friday.

The section of *Maersk Honam* was successfully loaded aboard the heavy-lift vessel *Xin Guan Hua* on open waters outside Dubai (UAE) on Saturday, February 2nd.

The vessels are now in transit and expected to pass Singapore Strait this coming Monday, February 18th.

The heavy-lift vessel will deliver the 228.5-metres-long section from midship to stern at Hyundai Heavy Industries Shipyard in South Korea in March, the same yard the vessel was built in.

The *Maersk Honam*, an ultra large containership, was hit by a major cargo fire in March 2018 while underway in the Arabian Sea. The fire burned through the entire forward section of the ship, including part of the accommodation block. Tragically, five *Maersk Honam* crew members died in the fire. The *Maersk Honam* was eventually towed to Jebel Ali where salvage could take place.

The vessel appeared to be a total loss until Maersk announced in January that it had cut the ship in two at Drydock World in Dubai and it would rebuild the ship at Hyundai Heavy Industries, where the *Maersk Honam* was originally constructed.

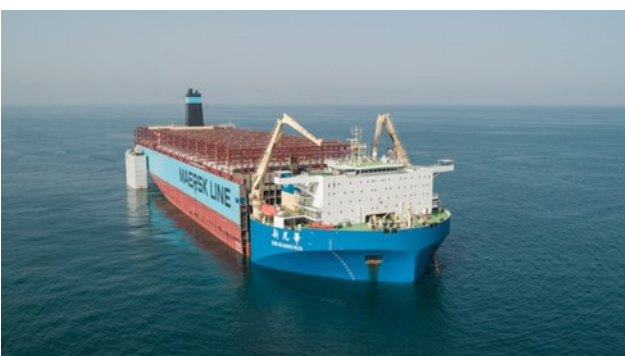
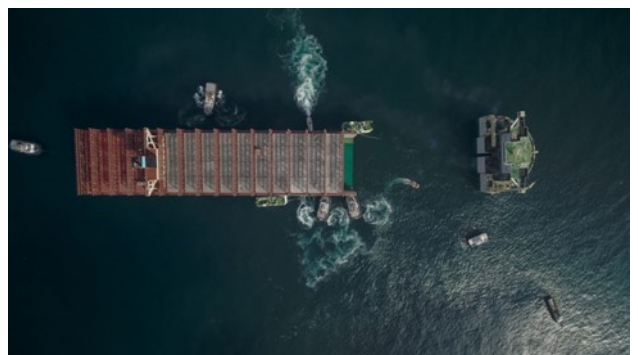
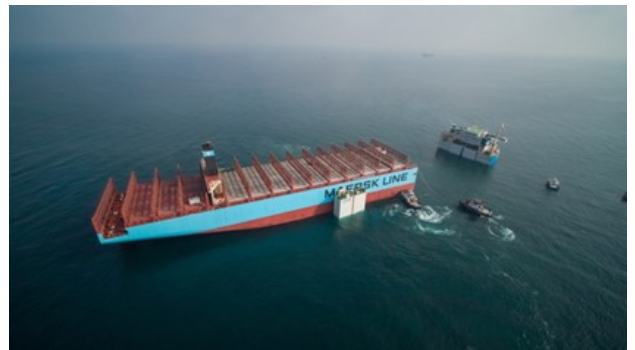
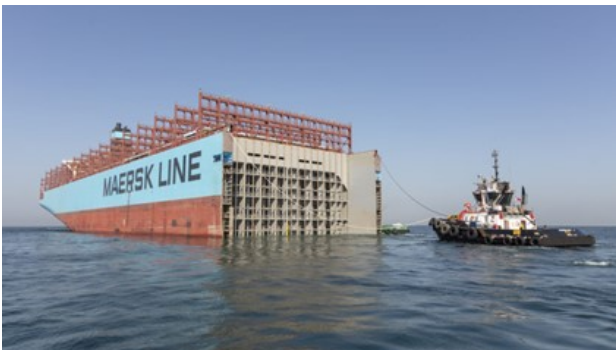
“At the Hyundai Heavy Industries Shipyard, the sound section of *Maersk Honam* will be joined with a new build forward section. The former forward section is safely moored at Drydock World Dubai for continued removal of damaged containers and debris. Once cleaned, it will be recycled. In accordance with our Responsible Ship Recycling Standard (RSRS), relevant recycling options are currently being investigated and evaluated,” Maersk said in a statement on Friday.

The rebuilt vessel is expected to resume service again in the second half of 2019.

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

The following images of the *Maersk Honam*'s loading were provided by Maersk:

Source: gCaptain 190216



# CCS enjoys meteoric 2018 to surpass Bureau Veritas

January 28th, 2019

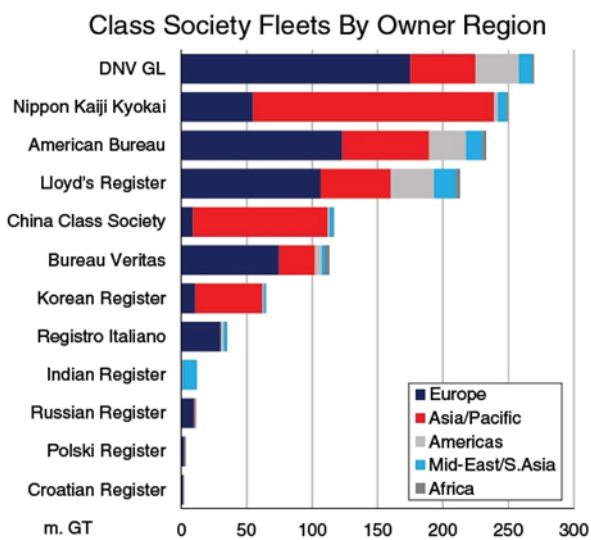
 Sam Chambers

China Classification Society (CCS) had a banner 2018 with more than 10m gross tons of ships joining the Beijing-headquartered company. Clarksons Research's latest World Fleet Monitor, with data taken from January 1 this year, shows the huge growth, which saw CCS leapfrog France's Bureau Veritas (BV) to become the world's fifth largest ship classification society.

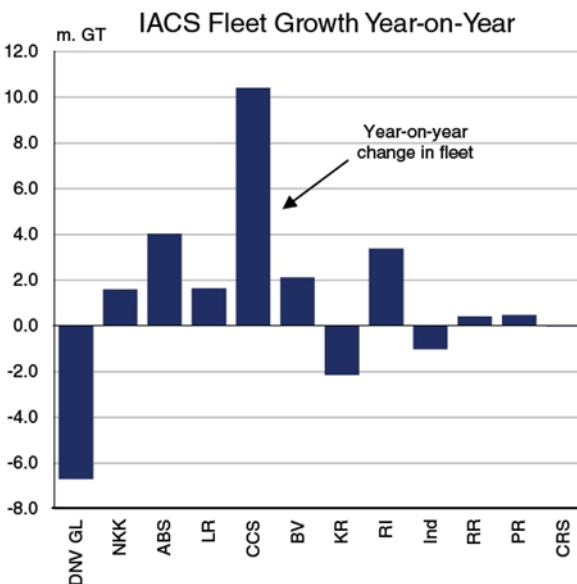


In September last year CCS celebrated passing the 100m gross tonnage mark for the first time. It has recently promoted Mo Jianhui to replace the retiring Sun Licheng as president.

DNV GL was the big loser in the last 12 months despite retaining top spot. The Oslo-headquartered class society saw nearly 7m gross tonnage wiped off its books. DNV merged with GL in 2013 to surpass Japan's Class NK as the world's largest ship classification society.



Source: Clarksons Research



Source: Splash 24/7 190128

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PS Murray Princess

The Company of Master Mariners Ltd S.A. Branch  
Branch Meeting at the Largs Pier Hotel, Largs Bay, on Wednesday 30 January 2019

Minutes

1. Opening & welcome to members: The meeting opened at 1205 with the members being welcomed by the Branch Master.
2. Attendance: R. Westley, I. Dickson, M. Hehir, E. Carr, H. Pronk, M. Parsons, P. Phillips, R. Buchanan, I. Fraser and D. Holmes.
3. Apologies: Sir E. Neal, D. Kemp, A. Wynne, P. Hammond, W. Ferrao, A. Lydell, M. Carrington, C. Marshall, N. Ganesan, R. Ratnathurai, H. Jayasuriya and R. Pearson.
4. Minutes of last meeting, 28 November 2018 (circulated in Porthole): E. Carr proposed that the minutes represented a true and correct record of proceedings. Seconded by M. Hehir and carried.
5. Business arising from the minutes: None.

Speakers:

January: None - AGM.

February: Paul Phillips - River cruise Moscow to St Petersburg.

Visits: None scheduled.

Future dates: Parafield flying school

6. Treasurer's Report.

Westpac Balance at 23/11/18	2,487.75	Bendigo Bank Term Deposit at 31/12/18	7,784.39
Income - Subscriptions 2019	500.00	Re-invested for 24 months from 1/08/18 @ 2.85%	
- Interest	0.41		
- Donation	100.00		
Expenditure:	0.00		
Westpac Balance at 31/12/18	3,088.16		

Westpac Balance at 1/01/19	3,088.16	Bendigo Bank Term Deposit at 25/01/19	7,784.39
Income: Subscriptions 2019	1,095.00	Re-invested for 24 months from 1/08/18 @ 2.85%	
Expenditure:	0.00		
Westpac Balance at 25/01/19	4,183.16		

The account balances at the beginning of 2018 were:

The Treasurer proposed that the report be accepted. Seconded by D. Holmes and carried.

Westpac Balance at 1/01/18	2,880.66	Bendigo Bank Term Deposit Balance at 1/01/18	7,371.81
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7. Membership: No applications. No ratifications.

Branch Members:

Category	Number		
	Financial	Un-financial	Total
Members	4	0	4
Seagoing members (incl. tug crews & pilots)	2	1	3
Retired members	12	6	18
Associate member	<u>1</u>	<u>2</u>	<u>3</u>
Total paying members	19	9	28
Honorary members	<u>2</u>	<u>0</u>	<u>2</u>
Total Levied Members	<u>21</u>	<u>9</u>	30
Life Members			<u>2</u>
Total Branch Membership			<u>32</u>

Two Retired membership subscriptions have also been paid, but without adequate identification.

8. Correspondence: 24/11/2018 to 25/01/2019 - The only correspondence received was a Xmas card from the SA Governor. No correspondence sent.
9. Federal Matters: The Branch Master reported that the Federal Court had not met since the AGM in April 2018. The Branch Master noted that the Federal Secretary had been overseas for the past few months and there might not be a Federal Court meeting until the Federal AGM, which is scheduled for April in Western Australia. The Branch Master also noted that the recently appointed editor of Master Mariner had resigned as she saw her role as

solely editing submitted articles, not writing the articles. With few articles being submitted by CMMA members, or from other sources, the CMMA had been very fortunate in the previous editor who had a good knowledge of the shipping industry and was willing to research and write many of the articles herself. Finding an editor of a similar calibre would be difficult.

10. General Business:
  - a) Articles for Master Mariner and Porthole - Always required.
  - b) Any other business: David Holmes had received an email from Alice Ferrao advising that Walter was in the Calvary Wakefield Hospital recovering from a spinal operation. Ian Dickson reported that he had visited the hospital over the long weekend and Walter was making good progress.
11. **The next Branch Meeting will be held at 1200 on Wednesday 27 February 2019 at the Largs Pier Hotel, Largs Bay.**
12. The meeting closed at 1235.

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

Branch Annual General Meeting at the Largs Pier Hotel on 30 January 2019.

Minutes

Meeting opened: 1325

Members present: R. Westley, I. Dickson, M. Hehir, E. Carr, H. Pronk, M. Parsons, P. Phillips, R. Buchanan, I. Fraser and D. Holmes

3. Apologies: Sir E. Neal, D. Kemp, A. Wynne, P. Hammond, W. Ferrao, A. Lydell, M. Carrington, C. Marshall, N. Ganesan, R. Ratnathurai, H. Jayasuriya and R. Pearson.
4. Minutes of last Annual General Meeting 31 January 2018 (circulated in Porthole): R. Buchanan proposed and P. Phillips seconded that the minutes be accepted as a true record. Carried.
5. Business arising from minutes: None
6. Treasurer's Report:

Westpac Closing Balance for Dec 2018	*1-100	<u>3,088.16</u>	
Opening Ledger Balance for Jan 2018		2,880.66	
Plus: cheques and cash received		2,783.66	(No GST)
Less expenses		<u>2,576.16</u>	(No GST)
Ledger closing Balance for Dec 2018		<u>3,088.16</u>	
Cash on Hand	*1-1190	0.00	
Investment account short term	*1-1200	0.00	
Bendigo Term Deposit A/C	*1-1300	7,784.39	
Debtors	*1-1400	0.00	
Inventory	*1-1500	418.37	
Trade Creditors	*2-1200	<u>0.00</u>	
Total Assets		<u>11,290.92</u>	

The Treasurer provided details of the items included in the inventory. The ledger summary was tabled. D. Holmes proposed that the Treasurer's report be accepted. Seconded by P. Phillips and carried.

7. Branch Master's Report: The Branch Master noted the past year had been very quiet. In particular, the lack of activity in the Federal Court was concerning. On behalf of Branch members, the Branch Master thanked Ian Dickson for his role as Treasurer and especially his work in producing the Porthole of such high quality throughout the year. The Branch also thanked David Holmes for his work as Secretary.
8. Election of Officers: There being no position with more than one nomination, the following members were elected unopposed:

Branch Master	Bob Westley	Mariner Warden	Michael Hehir
Deputy Branch Master		Mariner Warden	
Treasurer	Ian Dickson	Sea-going Warden	
Secretary	David Holmes	Editor	Ian Dickson
Past Branch Master	Paul Phillips		

9. Re-elected Branch Master's Comments: Another year has commenced for the COMMA, and already a tentative date is being discussed for a phone conference at Federal level for around mid-February. This will set the groundwork for the Federal AGM, and thus things are looking promising for the future. With the capable assistance of an able Branch Court, this coming year looks to be good for the Company, and we wait with bated breath the outcome of our next meeting. Maybe we can solve the Federal Editor problem.
10. Next Annual General Meeting is intended to be held on Wednesday, 29 January 2020.
11. The Annual General Meeting closed at 1340.