



The Porthole

Volume 16 No.6
June 2016

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

It was very good to read that our Branch Patron, His Excellency the Honourable Hieu Van Le AO, had been made a Companion (AC) in the general division in the Queen's Birthday 2016 Honours List.

The award was presented to His Excellency for eminent service to the people of South Australia, to the development of cultural and economic links with Australia's near neighbours, to the advancement of multicultural inclusion and as a supporter of the arts and education.

The Pacific Rim is an unstable area, geologically and politically, but this month has seen some unexpected instability outside this region with the decision by the United Kingdom to leave the European Union. Paradoxically, a decision made to protect the United Kingdom may yet be its downfall as constituent countries consider whether or not to secede from the realm in favour of remaining in the EU. Whatever the result, seaborne trade between the European area and the rest of the world will continue and there will remain the need for ships to carry that trade. We in Australia have our federal government elections at the end of the week.

I have nothing to report on Federal matters. Due to holidays there have been no meetings of the Federal Court since the last Branch meeting.

Although we have passed the Winter Solstice, the coldest days may be yet to come - stay warm!

Best Wishes
Paul P
Branch Master

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Speaker:

To be advised.

The next Branch meeting will be held at
the Largs Pier Hotel, 198 The Esplanade, Largs Bay,
on Wednesday, 29th June 2016 at 1145 for 1200.

Please confirm your attendance at the lunch or register your apology before
1200 on Monday, 27th June 2016 with

Ian Dickson (8396 1030)
or
Paul Phillips (0407 779 209)



The Company of Master Mariners of Australia Ltd. is a Company established to promote and further the efficiency of the Sea Service generally, and uphold the Status, Dignity, and Prestige of Master Mariners in particular.

COMPANY OF MASTER MARINERS OF AUSTRALIA
South Australian Branch

Minutes of the Branch Meeting held at the Largs Pier Hotel, on 25 May 2016

1. Meeting opened at 1200 Branch Master welcomed members.
2. Members present: Paul Phillips (Branch Master), Ian Dickson, Philip Hammond, David Holmes, Tony Wynne, Bob Westley, Mike Hehir, Alan Lydell, Mike Parsons, Mike Carrington, Howard Pronk, Eddie Carr, Iain Fraser, David Kemp, Raj Rajagopalan and Bob Buchanan.
3. Apologies: Doug Bourne-Jones, Chris Marshall, Roy Pearson, Sir Eric Neal, George Carter, Kevin Hales, Nada Ganesan and Hasitha Jayasuriya.
4. Minutes of last business meeting: 27 April 2016 (circulated in the Porthole). Capt Rajagopalan proposed that the minutes be accepted as a true and correct record. Seconded by Capt Carr and carried.
5. Business arising from the minutes:

- a) Speakers: No speaker this month. It was proposed to show a video presentation on a voyage by an Evergreen Line ship but, due to a last minute technical problem with the tape, this will be shown at a future date.

June: To be advised.

Suggested future speakers: - Branch Master noted that he had yet to contact the SA Health and Medical Research Institute but would do so.

Visits: Port Operations Centre located at the Outer Harbour Passenger Terminal: - Branch Master to contact the manager to discuss possible visit.

S A Maritime Museum: - Treasures from French Explorer Baudin's Expedition to Australia - Branch Master informed the meeting about the forthcoming exhibition (July to December 2016) and that a preliminary approach to the Museum has been made about a conducted tour for Branch members. He noted that, after Adelaide, the exhibition would move to Sydney, Canberra, Tasmania and Western Australia. While some exhibits would be displayed at all the venues, other exhibits would be limited to individual venues, for instance certain exhibits particularly relevant to South Australia might not be shown elsewhere.

- b) Re-engraving of the One and All bell: - Capt Dickson advised there was nothing to report.
- c) Anniversary Book: - Capt Buchanan made a suggestion that rather than publish the book, the SA Branch should review and update the material that he and Capt Dickson had originally prepared for the book. It could then be digitized and made available to Branch members as a download, or on a DVD. Capt Buchanan indicated he would be willing to undertake this task but would not be able to start work on it for a while. Capt Hammond agreed, suggesting that each Branch should work on their own histories and these be forwarded to the Federal editor for collation. He further noted that two other branches had already published their own Branch histories. The Branch Master reminded members that the Federal Court was already considering an e-book format for the Anniversary Book, rather than a printed version. He added that the Federal Court was presently awaiting the return of the material held by the previous editor before appointing a new editor and considering the next steps. The Branch Master said he would raise the Branch's latest proposals with the Federal Court.

6. Treasurer's Report:

Westpac Balance at 20/04/16	2,107.22	Bendigo Bank Savings Account balance at 20/04/16	2,453.55
Income (Raj lunch):	28.00	Income	0.51
Expenditure	<u>0.00</u>		<u>0.00</u>
Balance at 17/05/16	<u>2,135.22</u>	Bendigo Bank deposit balance at 17/05/16	<u>2,454.06</u>
		Bendigo Bank Term Deposit	<u>7,230.98</u>
		Re-invested on 01/11/15 for 9 months at 2.6%	

The Treasurer's report was accepted.

7. Membership:

Applications:

Applicant	Status sought	Branch	Master's Certificate			Occupation/ Position
			No.	Date	Place	
Desmond Anthony O'CONNOR	Ordinary	Sydney	4848	27/7/66	Southampton	Retired Shipmaster

Ratifications: Nil

Branch Members:

Category	Number		Total
	Financial	Unfinancial	
Members	3	5	8
Seagoing members (incl. tug crews & pilots)	1	2	3
Retired members	12	3	15
Associate member	<u>1</u>	<u>2</u>	<u>3</u>
Total paying members	17	12	29
Honorary members	<u>4</u>	<u>0</u>	<u>4</u>
Total Levied Members	21	<u>12</u>	<u>33</u>
Life Members			<u>2</u>
Total Branch Membership			<u>35</u>

The Branch Secretary noted there were several members listed as unfinancial and that the figures might not fully represent the current situation. The figures would be checked for the next meeting.

Reminder to any member yet to pay their dues for 2016; early payment would be appreciated.

8. Correspondence 16/04/16 to 13/05/16: (Summary tabled) Inwards correspondence received and outwards correspondence approved at the Branch Court meeting on 18 May. Correspondence noted.
9. Federal Matters: The Branch Master informed the meeting that there had been no further meetings or telephone hook-ups of the Federal Court and there were no federal matters to report.
10. Motions on notice - Nil
11. General business
 - a) Articles for Master Mariner Always required.
 - b) Distribution of Master Mariner The Branch Master informed members of an informal meeting with the S A Manager of Inchcape Shipping Agency, resulting in the manager agreeing to take 20 copies of future editions of Master Mariner for placement on ships visiting S A ports.
 - c) Any other business

Capt Hammond commented on the severe condition on the River Murray at Murray Bridge during the recent storm when 1.5 to 2m white rollers were experienced, causing hazardous conditions for craft both on the river or moored. Capt Parsons commented on the substantial funds held and suggested members consider possible uses for some of these funds.

Capt Carrington referred to his recent visit to Simonstown in South Africa and what was being done in encouraging young persons into taking up a career at sea.

12. The next Branch meeting will be held at 1145 for 1200 on Wednesday, 29 June 2016, at the Largs Pier Hotel, Largs Bay. The guest speaker is to be announced.

13. The business meeting closed at 1305.

With the planned video presentation cancelled, Capt Buchanan gave an impromptu short talk about Captain Baudin's voyage of discovery to Australia.

An outline of Capt Buchanan's presentation follows:

Capt Baudin had set sail from France in charge of two ships on a scientific expedition to Australia. Although England and Napoleon's France were at constant loggerheads with each other, both the French and British governments were anxious to discover more about Australia from a scientific point of view (flora and fauna) and, in particular, whether Australia was just one continent or two large islands, i.e. were the SA gulfs joined to the Gulf of Carpentaria. Accordingly, both governments cooperated in allowing each other's ships to visit their territories on scientific expeditions. To facilitate this, the ships concerned would be issued with a

'passport' to allow a hindrance-free passage.



Nicolas Baudin

Baudin's ships were duly granted passports for their scientific tasks and the English decided to undertake their own expedition under Captain Matthew Flinders, while keeping a weather eye on what Capt Baudin was up to.

Baudin's ships had many scientists on board and they proved a very troublesome bunch from the outset. They were reluctant to take instructions from Baudin, causing him major problems. Some scientists even quit the ship in Mauritius.

On reaching the west coast of Australia, the scientists continued to cause problems, disobeying instructions as fundamental as returning to the ship by nightfall. All in all, with the lack of cooperation from the scientists, there was a lot of time wasted on the western coast, and, before continuing further, Capt Baudin was obliged to head to Timor for supplies and the repair and refurbishment of his ships.

Capt Flinders had set off on his voyage to Australia, some nine months behind Baudin. However, with Baudin's enforced diversion to Timor, Flinders had reached the west Australian coast and commenced charting the south coast from the west before Baudin returned.

On his return voyage from Timor, Capt Baudin sailed off the western Australian coast down to the 'roaring forties' making landfall off the south west coast of Tasmania. He then continued eastwards, charting all the east coast of Tasmania while researching the flora, fauna and indigenous population. Baudin proceeded westerly along the north coast of the island before crossing to the mainland, where he continued his investigations westward from Wilson's Promontory.

Baudin and Flinders finally met up on the stretch of the South Australian coast, now known as Encounter Bay.

Capt Baudin had been sick throughout the voyage and died at Mauritius on the voyage back to France. This gave the scientists a free reign and the leading scientist, Péron, wrote the history of the voyage minimising Baudin's achievements and blackening Baudin's name to such a degree that Napoleon said he would have executed Baudin had he returned to France alive.

Australian historians, however, had formed a very different view of Baudin's achievements and decided to research and write up Baudin's story, given that the French had failed to do so. Most of this research has been undertaken in South Australia, with some in Sydney, over the past 15 years. This stimulated an interest by the French, who then had the Australian material translated into French.

Capt Buchanan concluded his talk with a short commentary on Capt Flinders' character, whose brilliance was tempered by a degree of carelessness and stubbornness, which played no small part in Matthew Flinders' long incarceration in Mauritius at the hands of the French.

The Branch Master thanked Capt Buchanan for stepping into the breach with a very interesting talk.

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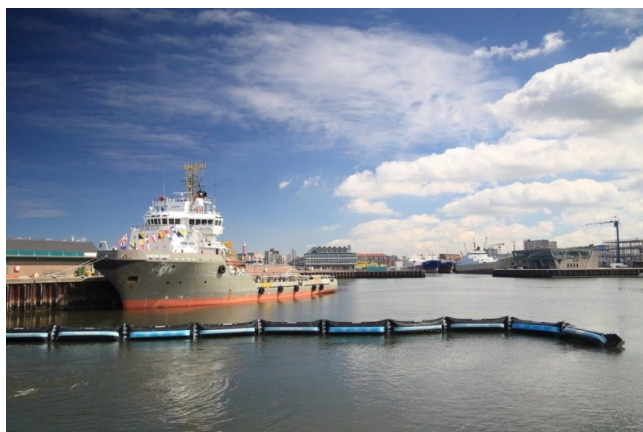


François Péron

Dutch Foundation Unveils Prototype System to Rid the World's Oceans of Plastic

June 22, 2016 by Mike Schuler gCaptain

A Dutch foundation developing an advanced clean-up system to rid the world's oceans of plastic has unveiled its first-ever prototype to be launched later this week in the North Sea.



The Ocean Cleanup Foundation's prototype floating barrier sits in front of the MV Union Bear, which later this week will install the prototype in the North Sea. Credit: Ocean Cleanup Foundation

The Ocean Cleanup Foundation, founded by now 21-year-old Boyan Slat when he was just a teenager, unveiled its North Sea prototype on Wednesday before main sponsors Boskalis and the government of The Netherlands.

The prototype will be installed in the North Sea approximately 12 nautical miles off the Dutch coast, where it will remain for a period of 12 months. The objective is to test how The Ocean Cleanup's floating barrier fares in extreme weather at sea, even more severe than the types of conditions that a full scale version of the system may encounter.

Once installed, the prototype will be the first ocean cleanup system ever tested at sea.

The foundation says that the 100 meter-long barrier segment to be deployed will help validate the survivability of the system, while sensors will track every motion of the prototype and the loads it is subjected to. The data gathered will enable engineers to develop a system fully resistant to severe

conditions during the cleanup of the so-called Great Pacific Garbage Patch, an enormous area of the northern Pacific Ocean where an insurmountable amount of trash has accumulated in mid-ocean gyres.

The design of the system uses long floating barriers which act as an artificial coastline, using the ocean's natural currents passively to catch and concentrate ocean debris – such as trash and broken down plastics. Although some trash may be caught during the North Sea prototype test, collecting plastic is not its objective.

“This is a historic day on the path toward clean oceans,” commented Slat, at the unveiling of the prototype in The Hague. “A successful outcome of this test should put us on track to deploy the first operational pilot system in late 2017.”

Slat also notes that a successful test does not necessarily mean the prototype will survive. “I estimate there is a 30% chance the system will break, but either way it will be a good test.”

The Ocean Cleanup Foundation's system continues to be the world's best bet for cleaning up accumulated trash and plastics from the world's oceans, if it's even possible. The foundation hopes to have a full version of the system in place in the Pacific Ocean by 2020.

The Ocean Cleanup Foundation has already received EUR 1.5 million in funding for the prototype project, a third of which was provided by dredging and marine contractor Royal Boskalis Westminster N.V. (Boskalis). The Government of the Netherlands, through the ministries of Infrastructure & the Environment and Economic Affairs, has committed to contributing another EUR 500,000. Additional funding has been pledged by an anonymous donor.

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ATSB Investigation number: 314-MO-2014-011

Man overboard fatality from *Cape Splendor* Port Hedland, WA, on 6 October 2014

What happened:

On 6 October 2014, *Cape Splendor's* boatswain (bosun) descended to the lower platform of the ship's accommodation ladder during his lunch break. He intended to fish from this location and asked a seaman to assist. At 1250, the bosun lost his balance and fell into the sea.

The seaman immediately returned to the ship's deck and threw a lifebuoy toward the bosun, before raising the alarm. The ship's crew deployed its rescue boat within 10 minutes, and an extensive air and sea search continued for 3 days. However, the bosun was not found.

What the ATSB found:

The ATSB found that the bosun and the seaman were not wearing any flotation devices or fall prevention equipment. The bosun had seen fish below the accommodation ladder that was in the shade, and he probably saw it as a good opportunity to fish without considering the risks involved. The lack of a lifejacket, wet clothing, and possible entanglement with fishing gear, sea conditions, and the current would have adversely affected the bosun's ability to stay afloat and swim.

The ATSB investigation also identified that the ship's safety management system procedures for working over the ship's side were not effectively implemented. Hence, the ship's crew routinely did not take all the required safety precautions when working over the side. It was also found that the crew had differing attitudes to taking safety precautions during work and recreation times as the safety culture on board was not well developed.

Safety message:

Any task or activity that involves a person being on a ship's accommodation ladder or other locations over the side of the ship can result in serious or fatal injury. Therefore, precautions to prevent a person from falling overboard, and to improve survivability in case one does fall into the water, are critical. It is important to ensure that these precautions are always taken, regardless of whether the person is engaged in work, recreational or other activities.

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BOURBON CUTS: The French off shore support vessel operator Bourbon has warned that it may withdraw up to 20% of its 511-ship fleet this year as a result of the downturn in markets. *Flashlight 163.*

NORWEGIAN ALERT: Norwegian shipowners have warned of further cuts in seafarer employment and training as a consequence of the slump in oil prices. The Norwegian Shipowners' Association (NSA) said that more than 100 off shore support vessels belonging to its member companies were laid up in February this year. Some 3,150 jobs were lost in the sector during 2015 and the owners say a further 1,500 posts may go this year. Norwegian operators presently provide around 1,900 training positions, the NSA said, but it expects that this number could fall by around 200 during 2016 with almost 60% of its members expecting that conditions will worsen this year. *Flashlight 163.*

Rolls-Royce on Drone Ships: It's Not If, It's When

June 21, 2016 by gCaptain

Representatives from the Rolls-Royce led Advanced Autonomous Waterborne Applications Initiative (AAWA) are in Amsterdam this week to discuss the project's vision of how remote and autonomous shipping will become a reality.

"This is happening. It's not if, it's when," said Oskar Levander, Rolls-Royce, Vice President of Innovation, speaking at the Autonomous Ship Technology Symposium 2016 this week.

The main driver towards the development of so-called 'drone ships' has been the advancement of digital technologies, specifically in the area of sensor technology allowing for remote access, operation and diagnostics.

"The technologies needed to make remote and autonomous ships a reality exist," said Levander. "The AAWA project is testing sensor arrays in a range of operating and climatic conditions in Finland, and has created a simulated auto-



An illustration of Rolls-Royce's vision for a land-based control center for the operation of autonomous 'drone' cargo ships. Image credit: Rolls-Royce

nomous ship control system which allows the behavior of the complete communication system to be explored. We will see a remote controlled ship in commercial use by the end of the decade."

The conference this week in Amsterdam coincides with the release of an AAWA whitepaper exploring the research carried out to date on the business case for autonomous applications, the safety and security implications of designing and operating remotely operated ships, the legal and regulatory dimensions, and the existence and readiness of a supplier network in the short to medium term.

The project has the support of ship owners and operators. Already, tests of sensor arrays are being carried out

aboard Finferries 65-meter double ended ferry, the *Stella*, operating between Korpo and Houtskär, Finland. ESL Shipping is also helping explore the implications of remote and autonomous ships for the short sea cargo sector.

"Unmanned ships open up exciting possibilities to redefine the way a ship is designed and functions," the AAWA whitepaper says. "When there are no people on board, many constraints on the ship layout are removed. One of the most obvious is the removal of the accommodation and with that the entire deckhouse. This will save cost, weight and space, as well as enabling the ship to carry more cargo. A ship contains systems that are only there to serve the crew. Their removal will simplify the entire ship, which should improve the reliability and productivity while reducing build and operation costs."

The AAWA project brings together universities, ship designers, equipment manufacturers, and classification societies to explore the economic, social, legal, regulatory and technological factors which need to be addressed to make autonomous ships a reality. So far the project has received more than \$7 million in funding from Tekes Finnish Funding Agency for Technology and Innovation. It will run through 2017.

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ABP's pilot apprentices begin training

Three seafarers have started training on the UK's first ever marine pilotage apprenticeship scheme, which was launched by Associated British Ports (ABP) late last year.

They were chosen from almost 40 applicants from across the country and will undertake two years of training and complete final assessments, including a full act of pilotage within the training district, before joining the team of 218 ABP pilots at the company's 21 ports.

The course, which was written and developed by ABP's marine training manager Martin Gough, covers tug and pilot launch familiarisation, man overboard procedures, and ship simulator work including bridge/pilot resource management and targeted trips and situations.

'This new scheme was developed following the success of our port marine operations apprenticeship,' Mr Gough explained. 'We have long known there was a need to get young people into the marine industry and developing a marine pilotage apprenticeship scheme made perfect sense.'

'The traditional route into pilotage, of spending many years at sea, usually qualifying as master mariners before coming ashore, means the average age of pilots is quite high and that needs to be addressed,' he added. 'By developing the apprenticeship scheme to ensure it complies with the requirements of the National Occupational Standards for Marine Pilots and IMO resolution A960, we can reduce the amount of time required to be spent at sea and focus the training on developing the specific skills required by a marine pilot. *Flashlight 163.*

The three apprentices are Kym Hughes, Tom Donaghy and Jonathan Sleep. Mr Hughes completed his cadetship with Carnival UK and reached the rank of second officer before making the transition to the apprenticeship. 'I've always wanted to be a pilot and had been looking at gaining experience by staying at sea for many more years,' he said. 'This apprenticeship has opened up an alternative path for me, allowing me to gain experience which is directly

relevant to the job, in preparation for gaining my first authorisation next year.’

Mr Donaghy has worked at North Star Shipping, Pacific Nuclear Transport Ltd (PNTL) and in the marine operations department in Dublin Port. ‘The apprenticeship scheme is a fantastic opportunity to achieve a career goal of becoming a marine pilot,’ he said.

Mr Sleep added: ‘During my time onboard geotechnical research vessels I was given the opportunity to learn and practise ship manoeuvring and ship handling on a variety of vessels. This was always the fun part of the job and enjoying that can only be beneficial to my new chosen career.’

(With thanks to the Nautilus Telegraph: www.nautilusint.org)

—oo00oo—

Any Port in a Storm?

June 23, 2016 by Editorial gCaptain

By Captain George Livingstone

One of the great ‘maritime’ authors of the 20th century is Jan de Hartog, born in Holland, and his seagoing career spanned the glory years of Dutch ocean towing. Thankfully for those of us who love a good sea story, he turned to writing. One of my favorite quotes from him – “*The call of the sea ceases only when it is finally obeyed.*” In his books, one gets a visceral sense of “*peril at sea*”. Even in the 21st Century *peril* is real, especially when the sea is



Vessels aground near New Orleans after Hurricane Gustav in 2008. Photo Via USCG

raging. As long as the public demands commerce and humans venture onto the great ocean trades, it will remain so.

“*Erika*”, “*Prestige*”, “*Flaminia*”, not household names but names that send shivers down the spine of some. On December 8, 1999, the tank ship *Erika* with a load of heavy fuel, sailed out of Dunkerque, France, into the history books. As she entered the Bay of Biscay, *Erika* ran smack into one of those terrible storms the Bay is legend for. Just a few days out from port, on December 12th, the ship broke in two and sank. Thousands of tons of oil were released into the sea, killing marine life and polluting the shores of Brittany, France. This accident triggered new EU (European Union) legislation regarding transport by sea.

In 2002 facing another winter storm, the tanker *Prestige*, carrying 77,000 tons of heavy fuel, also broke in two and went down off the coast of Spain. The initial crisis occurred when one of its 12 tanks cracked during the storm immediately leaking heavy fuel oil into the sea. Fearing the worst (that the ship would sink if not taken into port), the master called for help from Spanish rescue crews. Help was not to be, and pressure from local civil authorities forced the captain to steer the embattled ship away from the coast to the northwest.

As soon as it became known that *Prestige* was heading north into French waters, the French Government ordered the vessel away, back to the south into Portuguese waters. The ship’s master, Capt. Apostolos Mangouras and crew were, of course, dealing with an appalling, increasing risk of the ship breaking up at extreme personal risk. The Portuguese authorities also ordered the ship away from its territorial waters. The master initially refused, prompting Portugal to send naval ships to intercept *Prestige*. With all three countries refusing entry (France, Spain & Portugal) it was just a matter of time before the initial crack in one tank expanded to the point of breaking the ship in two. As a result, the ship released approximately 20 million gallons of oil into the sea, mostly on the northwest coast of Spain.

On July 14th, 2012, an explosion and fire (likely from a container) aboard the container ship *MSC Flaminia*, while *en route* from Charleston (USA) to Antwerp (Belgium), forced the crew to abandon ship in Mid-Atlantic! (1,200 nm from nearest land).

The fire raged for days before a salvage tug arriving on-scene to take her in tow. An epic struggle then commenced to extinguish the fire and find a port that would take the ship. After an incredible 5 weeks of monumental international haggling, re-routing and delay, she found berth in Wilhelmshaven, Germany. *Flaminia* was not a big ship, nor a tank ship, and although risk of sinking was high, the consequence of sinking was not going to be catastrophic. Had she been an ULCV (Ultra Large Container Vessel) it could have been a far different scenario with possible catastrophic results.

There is no greater challenge and threat to the environment than an “Act of God” at sea especially when it involves transport of oil and hazardous cargoes. We are talking about the stuff of books, movies and legend but with real life consequences. Getting to the nearest, safest port can make the difference between a bad (but manageable) and catastrophic situation. So where does the world stand on Ports of Refuge (POR)? After decades of witnessing unnecessary catastrophes and years of haggling, debate and politics, the international community, through the IMO,

came to the sensible conclusion that pushing a vessel in distress away from one's coast will not resolve the problem, it will make it worse.

The *MSC Flaminia* incident finally set in motion some action through the EU, European Commission and the European Maritime Safety Agency. An expert group was established (Cooperation Group on Places of Refuge). One of its primary tasks was to develop potential operational guidelines on places of refuge. Earlier this year, at the 96th session of IMO's MSC (Marine Safety Committee) Agenda item 24 addressed the topic. "This document reports on the work carried out by the competent authorities within the EU, together with the relevant industry associations, to develop a set of working guidelines for the accommodation of ships in need of assistance, requesting a place of refuge." "Emphasis is placed on enhanced cooperation and information sharing among all parties concerned." An underlying principal of the guidelines – there should be "**no rejection without inspection**"; governments should not just outright reject offering a place of refuge for vessels in distress. These operational guidelines were tested in 2015 and put into use in January 2016 under *IMO Guidelines on places of refuge for ships in need of assistance in resolution A.949(23)*. MSC 96/25/5 goes on to state "The operational guidelines, although non-mandatory in nature, support the more uniform application of the underlying EU legislation", especially as regards neighboring states.

The take away? The world still has no mandatory operational guidelines on Ports of Refuge, but this was a big step forward none the less as there was virtually nothing in place prior to this. It may seem incredible to the reader that we cannot come to agreement internationally on something as basic as offering "refuge" to vessels in distress, given the alternative is possible environmental catastrophe. You are in good company if you do find it so, as some of the most prominent international maritime organizations have come out to rally behind and support PORs (IFSMA, ICS, IUMI, BIMCO, ISU, ITF Seafarers, INTERTANKO, IMPA, NI and P&I Clubs).

I would be remiss if I didn't add a sad footnote. Readers may recall that gCaptain recently posted new information on the *Prestige* disaster aftermath. In a shameful political episode this past spring, the Spanish Supreme Court overturned a lower court decision absolving Capt. Mangouras of any wrong doing or action in the *Prestige* disaster. After repeatedly being refused any chance of saving his vessel by multiple countries and staying on his vessel with the Chief Engineer until literally just before she broke in two, the *Prestige's* Master, Capt. Mangouras, was thrown in prison by the Spanish Supreme Court. Having acted in the finest traditions of the sea, under extraordinary conditions and tremendous pressure, Capt. Mangouras has been used as a scape goat by the highest court in one of the great sea-going nations of the world. In his eight decade of life he languishes, serving out a two-year sentence. The message is loud and clear to every professional mariner around the world, it seems we do not matter. The irony? We are likely be the *first and last chance* of staving off any disasters...given just half of a half of a chance.

Any port in a storm indeed, we should bow our heads in shame.

—oo00oo—

ATSB Investigation number: 315-MO-2014-012

Fire on board the livestock carrier *Ocean Drover*, Fremantle, WA, on 9 October 2014

What happened:

On the morning of 9 October 2014, a fire started in *Ocean Drover's* crew accommodation while the livestock carrier was berthed in Fremantle, Western Australia. The fire quickly spread across both accommodation decks. The ship's crew and shore emergency response teams responded and fire-fighting efforts continued for the rest of the day.

By the time the fire was extinguished late that evening, the ship's accommodation areas and its navigation bridge had been extensively damaged. Four of the ship's crew sustained injuries that required medical treatment.

What the ATSB found:

The ATSB found that the fire started in a centrally located forward cabin on *Ocean Drover's* upper deck. The intensity of the fire and the severity of the damage made it impossible to identify an exact point of origin or source of the fire.

The ATSB investigation found that the cabin door was left open after the fire was discovered, allowing smoke and flame to spread beyond the cabin. Further, the bridge deck stairwell fire door was hooked open, which allowed the fire to spread rapidly and engulf both the upper and bridge decks.

The investigation also identified that the ship's crew did not complete a muster and accurate head count when responding to the fire.

While cigarette smoking was not identified as a contributing factor, it was found that the smoking policy and associated risk controls on board were not effectively managed.

Safety message:

Containing a shipboard fire in the compartment where it originates is critical to firefighting. Effective containment relies on maintaining the integrity of fire divisions, including bulkheads, decks and doors. In this regard, particular attention must be paid to ensuring fire doors, designed to limit or prevent the spread of fire, are never latched/lashed open, or otherwise compromised.

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ATSB Investigation number: 313-MO-2014-009

Breakaway of *Grand Pioneer* and *AAL Fremantle* at Fremantle, WA, on 17 August 2014.

What happened:

On 17 August 2014, *Grand Pioneer* and *AAL Fremantle* broke away from their berths when a thunderstorm passed across the Port of Fremantle. A bollard on the wharf holding both ships' stern lines failed, most likely after *Grand Pioneer's* vehicle ramp contacted it. *AAL Fremantle* contacted a ship at an adjacent berth, and parts of the Fremantle Rail Bridge nearby.

The ships were berthed again with tug assistance. The ships had suffered minor damage. The rail bridge, however, was closed for 3 weeks for inspection and repairs to track alignment and other non-structural damage.

What the ATSB found:

The ATSB investigation concluded that *Grand Pioneer* moved slightly as the tension in its mooring lines increased, in response to the high winds associated with the passing thunderstorm. It is likely that its vehicle ramp then made contact with the bollard that held the stern lines of both ships. As a result of the contact, the bollard broke away from the wharf.

The investigation found that Fremantle Port Authority's (Fremantle Ports) examination of the risks associated with a ship contacting the rail bridge contained limited analysis on keeping ships alongside in adverse weather, particularly at berths 11 and 12 where the wind is predominantly on ships' beams. There was also no analysis of the means to assist a ship that got close to Wongara Shoal and the rail bridge.

The ATSB also found that Fremantle Ports' adverse weather procedures were triggered only by specific Bureau of Meteorology (BoM) forecast categories and terms. There was no guidance for vessel traffic service (VTS) officers to take action based on actual weather conditions, or certain other severe weather terms used in BoM forecasts.

Another investigation finding was that BoM's marine forecast at the time of the incident did not describe expected wind speeds using recognised marine terms, such as 'gale force'. Further, the forecast title understated the wind speeds expected.

Safety message:

When analysing the risks to a port's operation, its operator needs to consider the risk controls to avoid a serious incident as well as the recovery controls in case an incident does occur.

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Captain Doug Bourne-Jones OAM Trials OrCam

Branch Member and Past Branch Master Captain Doug Bourne-Jones OAM suffers from Macular Degeneration (dry – currently incurable). Whilst it is said that Doug will not go blind, it does mean that he has to use glasses to watch TV, work his computer and for reading. In addition, he has to use a magnifying glass to read letters, magazines, newspapers and other reading matter.

Recently he was asked by the Royal Society for the Blind (RSB) to be a "guinea pig" for new reading glasses developed in Israel and available in the USA and UK although not yet available in Australia.

OrCam MyEye is "an intuitive, portable device with a smart camera mounted on the frames of the reader's eyeglasses." It "harnesses the power of artificial vision to assist people who are visually impaired". OrCam recognizes text, products and faces and speaks to the reader through a mini earpiece.

The device responds to a simple intuitive gesture – a point of a finger helps the device focus on what the reader is interested in. Previously stored items and faces are recognized and announced upon entering the camera's field of view. Items may include consumer products, money notes and credit cards.

It is intended that future development will allow the user to read outdoor signs, and memorize places. It should also be able to tell users what bus is coming towards them.

The demonstration at the RSB premises was televised by Channel 7 Adelaide and it is stated that the video is available to watch.

