



# The Porthole

Volume 14 No. 11  
November 2014

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

PO Box 1, PORT ADELAIDE, SA 5015



## From the Branch Master

G'dday Readers

Another month passes, and with no Federal Court meeting since the last edition of this magazine, there is little to report on that front. I did forward to our Federal Secretary the motion passed at our last meeting, namely "The SA Branch requests to the Federal Court that a letter be sent to the Federal Government expressing our concern at the decline in the National Capacity to build and service our own Naval and Merchant vessels"

There has been a lot of speculation in the press regarding the subject of building our future submarines. The outcome of these speculations has served to cause confusion as to what is really happening. What we do know is that the Government is seemingly backing away from their pre-election promise that any future submarine building programme would be centered on Adelaide.

Whether or not any future tenders for submarines are accepted from Japan, Germany or Sweden as speculated by the press, anything but actually building them here in Adelaide would be an unsustainable blow to our economy, following the demise of our car manufacturing industry.

From what I can glean from our somewhat confused press, it seems that the Germans are offering to build submarines under their supervision in Adelaide.

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Guest Speakers:

November: TBA

29th January 2015: ANNUAL GENERAL MEETING

**The next Branch Meeting will be held at  
the Largs Pier Hotel, 198 The Esplanade, Largs Bay,  
on Wednesday, 26th November 2014 at 1145 for 1200.**

**Please confirm your attendance at the lunch or register your apology  
before 1200 on Monday, 24th November 2014 with either  
Ian Dickson (8396 1030) or Robert Westley (8536 4863)**



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

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

Branch Meeting at the Largs Pier Hotel, on 29 October 2014, at 1200.

Minutes

The meeting opened at 1200 hrs. Branch Master welcomed members and guest speaker.

Present:

Members: Captains Westley (Branch Master), Buchanan, Carr, Fraser, Hehir, Holmes, Lydell, Phillips, Pronk and Messrs Hales and Wynne

Guest: Dr Jack Wearne, RAH Emergency Doctor (Speaker)

Apologies: Sir Eric Neal, Captains Bourne-Jones, Dickson, Ganesan, Hammond, Kemp, Marshall, Pearson, Parsons, .

Minutes of last business meeting: Minutes of the last business meeting held on 24 September 2014 were circulated in the Port-hole. Captain Hehir proposed that the minutes be accepted as a true and correct record. Seconded by Captain Pronk and carried.

Business arising from the minutes:

a) Speakers:

October: Dr Jack Wearne, RAH emergency doctor. A change of topic to Major Medical Emergency.

November: Eddie Carr: Topic: "Arundel Castle: WWII prisoner exchange".

???? Kate Linley: Topic: Under Keel Clearances (Bob Westley/Howard Pronk?).

Visits: Adelaide Oval Tour 10/12/14 11.00

Air warfare destroyer tour: Captain Dickson had made enquiries and had been informed by ASC that civilian tours were not allowed.

Suggestions welcome.

b) Any other business arising from the minutes

Treasurer's report:

Balance at 18/09/14	538.13	Bendigo Bank deposit balance at 24/08/14	2,696.26
Income Interest		Interest added quarterly	<u>0.00</u>
Expenditure	<u>0.00</u>	Bendigo Bank deposit balance at 18/09/14	<u>2,696.26</u>
Balance at 22/10/14	<u>538.13</u>	Bendigo Bank Term Deposit at 18/09/14	6,809.91
		Re-invested for 12 months from 02/02/14 @ 3.55%	

Receipt of the cheque drawn in favour of the Federal Court, in the sum of \$1980.00 for payment of the *per capita* levy was acknowledged on 29/09/14.

In the absence of the Treasurer, Captain Carr moved that the Treasurer's report be accepted. Seconded by Captain Buchanan and carried.

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*(Continued from page 4)*

The meeting resumed after lunch when Mr. Wynne introduced the guest speaker, Doctor Jack Wearne who described a review of a recent major incident at the foot of the South-Eastern Freeway when the brakes of a 7 tonne gross tanker semi-trailer failed on the down carriageway, resulting in a collision with four cars at the Freeway / Cross Road / Portrush Road intersection. Although there were no fatalities at the crash scene, two of the injured died later. Doctor Wearne described the procedures followed from the first incident report to the final clean-up of the accident site.

Doctor Wearne then answered questions from the floor and spoke briefly about the Ebola outbreak in West Africa, and the options available to Australian authorities should it spread to this country. He was thanked for his talk by Captain Westley.

The meeting concluded at 1430 hours.

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Membership:Applications: Nil.Ratifications:

Applicant	Status granted	Branch
A.Pinto	Ordinary	Melbourne
S. Dogra	Ordinary	Melbourne
R. King	Ordinary	Western Australia
P. Walsh	Ordinary	Sydney
R. Pocock	Ordinary	Sydney
I. Ranasinghe	Ordinary	Western Australia
R. Hildebrand	Ordinary	Western Australia
R. Palmer	Ordinary	Federal
R. Stanbrooke	Ordinary	Melbourne
M. Edwards	Ordinary	Western Australia
G. Davey	Ordinary	Western Australia
A. McPhail	Associate	Western Australia
S. Robinson	Associate	Western Australia
G. Dunnett	Associate	Western Australia
M. Beal	Associate	Western Australia
A. Cutter	Associate	Western Australia

## Branch Members:

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

7. Correspondence 13/09/14 to 17/10/14: In the absence of the Secretary the record of Correspondence was not tabled. The Branch master reported that inwards correspondence was received and outwards correspondence was approved at the Branch Court meeting on 22/10/14. No reply had yet been received from Government House re Governor's Branch patronage.

8. Federal Matters:

- a) Federal Court meeting 4/06/14: "Master Mariner" mail-out has been reviewed and appears to have been satisfactory. Advertisers should be confirmed for the next issue, which would balance the mailing costs. Branches may have to bear the mailing costs for the next 2 issues. The Federal Secretary requires the addresses of the receivers of any complimentary copies, as these must also be included in the commercial mail-out. (Ian Dickson to provide).

Sir Peter Cosgrove has accepted the role of Honorary Master of the Company.

The Queensland Branch arranged for the Brisbane Town Hall to fly the Red Ensign on Merchant Navy Day (3/09/14). It is suggested that that other Branches should encourage their City Councils to do the same (the Branch Secretary to write to the Councils of Adelaide and Port Adelaide next March).

At the time of the Court meeting, the total membership of the Company was 487.

Master Mariners Congress to be held at the AMC in Launceston in conjunction with the Federal AGM on 15/04/15. Fee for Members, \$900. Accommodation will be available in the College.

- b) 75<sup>th</sup> anniversary book: The draft copy will be in print soon, and then will be circulated to all Branch Masters for proof reading, after which tenders will be sought from printers. For tender purposes, the Branch Master has indicated the SA Branch will require 1 copy per member. (After discussion, this Court suggested that, when the cost of an individual copy is first estimated, this Branch should offer the book to Members for an agreed base price, and the Branch pay any excess in the final cost.
- c) Other Federal business

9. Motions on Notice: "That the SA Branch recommends to the Federal Court that a letter be sent to the Federal Government expressing our concern at the decline in the national capacity to build and service our own Merchant and Naval vessels."

Proposed: Captain Buchanan, seconded: Captain Phillips. The proposal was carried unanimously.

10. General Business:

- a) Articles for "Master Mariner": Articles required.
- b) Air Warfare Destroyer tour: Civilian tours are not allowed.
- c) Branch AGM 28/01/2015: Nominations for Court Officers required.
- d) Any other business: Topsail schooner "One and All"

Captain Carr reported that he and Captain Buchanan had recently attended a meeting where it was proposed to establish a foundation to promote the "One and All" re-entering service as a sail training vessel. After the meeting they noticed that the engraving on the ship's bell, which had been donated by the Branch, was very worn. Captain Carr proposed and Captain Buchanan seconded that the Branch pay for the bell to be re-engraved. Carried.

Captain Buchanan proposed that a Branch meeting and lunch be held on board "One and All" at a future date. It was agreed that Captain Buchanan would make enquiries.

Mr Hales advised that due to a re-organisation within Flinders Ports, the Outer Harbour Signal Station was to be unmanned with all staff, and some staff from the Port office, being re-allocated to a new office to be established in the Passenger Terminal.

Captain Lydell proposed and Captain Fraser seconded, that the November Branch meeting be a "Ladies Lunch". Carried unanimously.

11. **The next Branch meeting will be held at 1145 for 1200 on Wednesday, 26 November 2014, at the Largs Pier Hotel, Largs Bay. Speaker: Captain Carr, whose topic will be "WWII prisoner exchange on "Arundel Castle".**

12. Business meeting closed at 1247.

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The opinions or assertions expressed in THE PORTHOLE are those of the authors and not necessarily those of the Federal or South Australian Branch Courts of the Company of Master Mariners of Australia, or the Editor, except where those articles are written by the Editor.

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### **Australian Maritime and Fisheries Academy**

The Australian Fisheries Academy was established in 1997 as an education centre for the maritime and fishing industries; managed by the fishing and seafood industries. In 2011, due to increased demand from the maritime sector, in particular the off-shore oil and gas sectors of the resources industry, the name was changed to the Australian Maritime & Fisheries Academy (AMFA). It remains the only industry owned and operated maritime, seafood and fishing industry training organisation in the Southern Hemisphere.

Training programmes include regulatory maritime certificates for deck, engineer, marine radio, fisheries compliance and marine safety for those engaged in both coastal and deep sea activities.

Resources available to students include two active and one static training vessel (tug 'K C Campbell', see below), damage control simulators, engine room simulators, a mobile engine room and a recently installed wheelhouse simulator.

Certificate courses offered by AMFA include:

Master <35m (Master 4), Master <24m (Master 5) and Coxswain Grade 1.

Marine Engine Driver (MED)1, MED 2 and MED 3.

AMFA also offers the Seafood Industry Training Package Certificate III in Fisheries Compliance.

Regulatory Short Courses offered by AMFA include Marine Radio; Elements of Shipboard Safety; STCW-95: Certificate of Safety Training; Security Awareness Training. AMFA also provides vocational training that counts towards a school student's SACE program.

After completion of courses in Adelaide, students may consider completing a Bachelor of Applied Science at an advanced nautical institution.

The static training vessel is 'K C Campbell' IMO NO: 7118739, a 176 tonnes gross tug built by Stannard brothers, Sydney in 1969 as 'Yarwun'. Between 1992 and 1995 it sailed as 'Atlantic 7'.



K C Campbell is the first vessel-based fire training facility in Australia and provides a more realistic environment for training prospective seafarers. 'Fires' are fought using foam, or water using standard international fire connections. To comply with EPA regulations, the foam and water drains into port and starboard holding tanks (1000 litres capacity) for retrieval by an industrial waste management company.

The two cubicle wheelhouse simulator is an off-the-shelf program from a Tasmanian developer. The wheelhouse 'window' is 2m x 2m, giving an apparent field of view 40 degrees either side of the centreline.

Four displays are mounted below the screen; they are electronic chart display, radar, control panel (steering, engines, bow and stern thrusters, anchors) and GPS or echo-sounder. Vessels up to 100m (328ft) in length may be simulated in ports including Suva, Esperance and Sydney in the Southern hemisphere and Singapore and Southampton in the Northern hemisphere.



Training programmes may be paused at any time to allow students and trainers to review situations or the simulation may be reviewed at the end of the session.

Thank you to Maureen Jones, Marketing Manager, Australian Maritime & Fisheries Academy for her assistance. Additional information has been sourced from the AMFA website, ABC Adelaide and The Advertiser Career One November 01, 2014.

Photographs have been kindly supplied by Maureen Jones or are from the AMFA website.

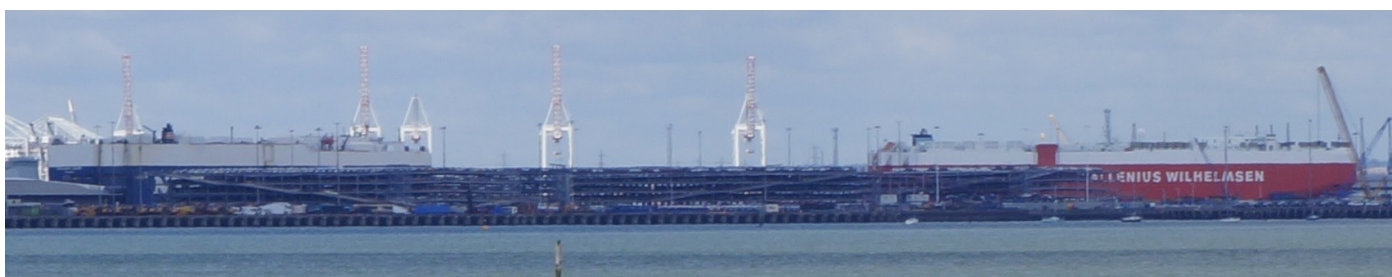
An internet search using "ABC Adelaide skipper sim"

will reveal a short (< 4 minutes) audio visual presentation of the wheelhouse simulator.

#### Foxy Tug

Captain Mike Carrington recently arrived at No 2 Dock tug base at 0400 hours to start another shift. The Leading Deck-hand had already arrived and the accommodation door was open. As Mike approached the foot of the gangway, a fox appeared from inside the accommodation, heading for the gangway. Mike stood aside until the fox had gained the shore and then boarded the tug. The fox was seen to disappear from sight at the end of the shed and then reappear with a mate. Both foxes then headed off in a northerly direction.

*Below: A Mark IV WWL and NYK RoRo at Southampton, October 2014, prior to arrival of SALOME (following page). There are 5 vehicle storage buildings, each 5 floors, each floor up to 3 hectares in area.*



## mv SALOME Mark V Ro-Ro.



Above: mv SALOME Inbound in Southampton Water. 19 August 2014.

*(copyright Editor)*

SALOME, IMO No: 9515412, is the fourth of four Mark V Ro-Ro vessels built for the Wallenius Wilhelmsen Logistics (WWL) Round-the-world (RTW) joint service and, when built, was the 36<sup>th</sup> RoRo vessel in the Wallenius fleet. The 75251 GRT, 43878 DWT RoRo is registered in Singapore. LOA is 265m with a Breadth 32.26m and a design draught of 11m. The maximum air draught is 46m.

All four ships were built by Mitsubishi Heavy Industries (MHI) at their Nagasaki yard the first, TONSBORG, was delivered to Wilh Wilhelmsen in March 2011; the second, PARSIFAL, in September 2011 to Wallenius; TYSLA, the third, to Wilh Wilhelmsen in January 2012 and SALOME was delivered to Wallenius Line in June 2012 and was officially named in Sydney in October that year.

The Mark V RoRos are developed from the Mark IV series (TARAGO, TALISMAN, TAMESIS and TAMERLANE). The Mark V has 5% to 7% more capacity than the Mark IV but is expected to reduce annual fuel costs by around 5% to 6%, and reduce fuel costs per cargo unit by 15% to 20%. This is achieved through an improved hull shape to improve stability and features such as a streamlined rudder design and duck tail hull to give low resistance. Vessel stability has also been improved reducing the need for ballast water.



Above: Cutaway image copyright © Mercator Media 2014 (From the "Motor Ship" website)

The most obvious feature of the SALOME and her sisters is the 505 tonne capacity 12m (39'4") wide stern ramp; an increase in 125 tonnes over the Mark IVs. To complement this, the after main deck height has been increased to 7.1m (23'3") and the deck strengthened for heavy lift trailers. Internal ramps are 8m (26'2") wide with the exception of the 4m (13'1") ramp to the weather deck. There are 8 decks; decks 1 to 5 are strengthened for fork lift operations while decks 6 and 8 are intended for cars and utilise plywood plating to save weight. Three decks can be hoisted by electric winches to provide maximum flexibility. Hydraulic winches are used in the existing fleet but electric winches are used on the Mark Vs to eliminate the risk of hydraulic oil spills.

*(continued on following page.)*

**mv SALOME Mark V Ro-Ro.**

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Total deck area in the holds is 50,335m<sup>2</sup> with another 2,720m<sup>2</sup> of cargo space on the weather deck arranged for containers, empty mafi trailers and project cargo such as windmill blades and yachts, and not forgetting the Aquavit tanks.

The vessels are constructed with low double-bottoms to reduce the centre of gravity of lightship. Double hull sides are fitted up to deck 5 which is watertight as is deck 4, the freeboard deck. Fuel oil is protected in deep tanks forward and aft to minimize the risk of leakage due to grounding or collision. A total capacity of 16,080m<sup>3</sup> of water ballast is provided in two pairs of double bottom tanks, all connected to an anti-heeling system. The vessel is arranged with engine room and wheelhouse forward on the weather deck, a safe emergency walkway gives access to the free-fall lifeboat arranged aft. Accommodation is provided for a crew of 36 arranged in two tiers on the weather deck; public spaces and offices being segregated from living quarters to improve rest for the crew. Shore services, such as pilot ladder, gangway and bunker station are arranged in one continuous recess on deck 5 on each side of the vessel; the port side recess is lengthened for a rescue boat.

Propulsion is provided by a single slow speed two-stroke 7 cylinder MAN diesel engine with a MCR of 20,100kW at 108rpm, which drives a 6-bladed fixed pitch propeller to give a service speed of 20.25 knots. For manoeuvrability, the vessel is fitted with a low resistance twisted-edge rudder with bulb and two 2,500kW transverse thrusters, one at the bow and one at the stern, each providing 28.5 tonne thrust.

*Sources: Wallenius, Wallenius Wilhelmsen and Motor Ship websites.*

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“THE NAVY” is a quarterly magazine published by the Navy League of Australia. The July—September 2014 Vol 76 No 3 contained a transcript of the 2014 Creswell Oration, which this year was given by Rear Admiral Tim Barrett AM, CSC, RAN.

The topic of the oration was a century of Naval service, the arrival of the first Australian Fleet in 1913 and the recent commemoration of this event with the International Fleet Review held in Sydney in October 2013.

I think than some of RADM Barrett’s comments apply equally to the Merchant Navy and I have coped them below.

“Perhaps more than anything else, we sought to remind the Australian population that Australia is an island continent (girt by sea) which depends on maritime trade for a vast majority of its needs.

It was also to remind people of the utility of naval forces in defending these maritime trade routes and promoting our own defence. Also, it was to demonstrate the capability of Australia's Navy - all the same reasons that then Captain Creswell argued, 100 years previously.”

“It is easy to see that our strategically geographic circumstances and dependency on the sea remains. And we face many of the same challenges faced by Creswell to articulate the case for Australian maritime forces. But there is a difference. Creswell had to argue for the "Australian" nature of our maritime force; conversely, we now have to argue for the "maritime" nature of Australian defence needs. Both require a consistent effort to link maritime power with our national security, prosperity and way of life.

In some quarters, the contemporary inability to see this link, to understand the importance of the sea to so many aspects of our life, has been characterised by the term "sea blindness". This term was first coined, ironically, by the UK as they have struggled to articulate their need for naval forces. What do I mean by this?”

"Well, Modern sea transport has become so good, so reliable, so predictable and so cheap, that not only do we use sea transport more and more, but we notice it less and less. It just works and so we have come to take it for granted.

About 98% of the volume of our trade goes by sea. About 70% of all the bulk commodities we produce - iron ore, coal and wheat - are exported by sea.

We need secure and reliable access to the global maritime trading system to supply the many things we rely on every day. Think about your lounge room and try to imagine it without things which have been imported, probably in a shipping container that has come by sea.

If your lounge room is anything like mine, then the TV, the computer, possibly the seats, maybe the light fittings and the carpet have been imported - not through any wish to spurn local manufacturers, but simply by virtue of our near complete integration with global markets we have the choice of the best value products from around the world.

Although maritime trade and resources remain as fundamental to Australia today as they were in Creswell's time, there have been some significant changes in the character of our dependence. Containerised shipping really dates from the 1960s; offshore oil and gas dates from about the same time, as does the truly remarkable industrial fishing methods we see today.

More recently, we have seen the advent of alternative forms of energy generation: most spectacularly the huge arrays of wind turbines in littoral European waters.

And the growth of fish farming, particularly in Asia, means that as of 2012, we now produce a greater quantity of farmed fish worldwide than we do beef.

For Australia, our sovereign maritime zones cover around 1.5 times the area of our continental landmass; our Search and Rescue area covers around 11 % of the world's surface.

Containerised shipping has enabled us to transport more goods, finished and unfinished, to and from more places. As a result, with globally distributed supply chains and manufacturing processes, more parts of our economy are more directly and immediately reliant on maritime trade than ever before.

Our dependence on the global maritime trading system means that we have a direct national interest in issues which are geographically distant from our shores: piracy off the Somali coast, terrorist attacks on shipping in the Suez Canal, actions to close or disrupt key shipping lanes or choke points. All of these actions could cause fuel prices to rise, or worse, interrupt the supply of fuel imports or equally valuable exports.

In what I think is a significant change, we now have hugely valuable permanent infrastructure situated in our maritime zones: oil and gas platforms, energy generation and fish farms; permanent fixed infrastructure, which could be targeted by state or non-state actors if they so chose.

In short. we are now more dependent on good order at sea than at any time in our history."

## Tandara Spirit and Vinalines Galaxy

Interstate media, I haven't seen any report in South Australian media, have been reporting on a situation in Port Phillip Bay where the Marshall Island flagged, Australian manned Oil Products Tanker TANDARA SPIRIT remains at anchor because, it is reported, the crew are refusing to sail the tanker to Singapore where they believe they will be paid off and made redundant.

The SMH reported on Friday 21 November "The crew of an Australian-operated petrol tanker are refusing to leave their ship in a dispute they say goes to the issues of national fuel security and threats to the marine environment posed by unsafe foreign-flagged vessels increasingly operating in local waters.

The Tandara Spirit is anchored in Melbourne's Port Phillip Bay, where its crew of 18 has been staging a sit-in for the past 15 days since the owners of Shell's former Geelong refinery ordered them to sail to Singapore, where they would be made redundant.

The ship, one of just five Australian-crewed petrol tankers left, is to be handed back to its owners after Viva Energy, the company that bought Shell's Geelong refinery and 870 service stations, said it had no need for the Tandara Spirit, *which has mainly been used to ship petrol to Adelaide.*

But as the Australian crew began their protest and refused to sail, Viva Energy had already chartered an alternative Vietnamese-crewed tanker with a chequered safety record *to transport fuel on the same Geelong-to-Adelaide route.*

Inspectors from the International Transport Workers Federation, who boarded the Vietnamese tanker, the Vinalines Galaxy, on November 14, found its crew are paid about \$2 an hour – or \$20 a day.

According to maritime data provider Sea-web, the Vinalines Galaxy has been inspected three times by the Australian Maritime Safety Authority since December 2011 and has been hit with a total of 49 defect notices, including "pollution prevention", "fire safety" and "working and living conditions" breaches.

Since 2004, none of the five Australian-crewed petrol tankers has been detained by AMSA over a serious defect, according to the Maritime Union of Australia."

"Since it bought Shell's "downstream business" in August for \$3 billion, Viva Energy has applied to the federal Department of Infrastructure and Regional Development for 16 temporary licences to ship fuel between Australian ports."

Searching on the Equasis website you Editor found that, between 17/12/2008 and 09/07/2014, the TANDARA SPIRIT underwent fourteen initial Port State Control inspections, all in Australia, and Nil defects were recorded.

The same website reports that VINALINES GALAXY, reported to be the replacement ship, underwent, between 01/09/2008 and 22/07/2014, ten initial inspections and three "follow up" or "more detailed" inspections. Except for one deficiency recorded at Guam all others were reported in Australian ports. A total of twenty-four deficiencies were recorded, five of these at follow up inspections. Categories for which deficiencies were recorded include: Fire Safety, Pollution Prevention (Marpol Annex iv, Safety of Navigation, Working and Living Conditions, Propulsion and Auxiliaries, Working Spaces and Accident Prevention (Human Element Deficiencies).

TANDARA SPIRIT		VINALINES GALAXY
9396725	IMO No *	9337339
Marshall Island	Flag *	Vietnam
April 2008	Built *	Feb 2007
50760.40	Summer DWT (MT)*	49999.00
<b>Double Hull</b>	Construction *	<b>Double Bottom</b>

**\* Q88 - INTERTANKO Standard  
Tanker Questionnaire (Ver. 3)**

*(continued on following page)*

**From the Branch Master***(continued from the front page)*

This could well be the best that we could expect for the future. We will no doubt find out in the fullness of time, but it would stop a lot of the rumblings happening at present if the government would give some firm direction. This is not a political statement, just an observation from a private individual worried about the direction we are headed in.

Until next time,  
Pleasant Sailing

Bob W (BM)

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**Single Hull Tankers***(from previous page)*

*At the time of this edition of PORTHOLE going to print the most up-to-date information on regulations affecting the phase-out of Single Hull Tankers had not been obtained.*

*It is hoped to make this a topic in a future edition. Ed.*

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**OASIS OF THE SEAS**      Refit at Keppel Verolme    September—October 2014.

On 30 September this year the cruise ship OASIS OF THE SEAS entered the Keppel Verolme drydock, one of Europe's largest, for modifications to the vessel's propulsion units, interior refurbishment and the replacement on one of the ship's main engines.

OASIS OF THE SEAS was, at the time, the world's largest cruise ship, measuring 362 metres in length, 65 metres in width and is more than 65 metres high.

Modifications were carried out on three Azipod main propulsion units, as well as four bowthruster propellers. In addition, the vessel's two fin stabilisers were serviced and all 18 lifeboats were inspected. The underwater part of the vessel was cleaned and coated with a state-of-the-art painting system, which helped to improve the vessel's operating as well as fuel efficiency.

Over 200 containers with new furniture and materials for the refurbishment were brought on board and about 600 tonnes of waste materials were removed from the vessel. As part of the refurbishment some of the public wash-rooms were converted to cabins.

The most challenging scope was the replacement of one of the ship's main engines. Keppel Verolme dry-docked the "Oasis of the Seas" on a 3.3 metre high dock-block arrangement, which enabled the yard to go under the vessel to remove the engine. To remove the old and install the new 130 tonne engine, the yard cut a hole in the double bottom.

To view a video, in three parts each of about 3 minutes duration, go to: <https://www.youtube.com/watch?v=hcDhm7cgD1Q>

The first part starts with a time-lapse video of the OASIS OF THE SEAS moving through Rotterdam harbour.

For more information on Keppel Verolme, visit [www.keppelverolme.nl](http://www.keppelverolme.nl)

*Thanks to Capt. Doug Bourne-Jones for bringing this to my attention.*

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Master Mariners Congress

Request for Abstract Submissions

Closing Friday 28th 2014

If any Member who does not have access to the internet wishes to submit a paper to the Master Mariners Congress to be held at the Australian Maritime College, Launceston during 13 –15 April 2015 they should be aware that the closing date for the submission of abstracts of the paper is Friday 28th November 2014.

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