

Melbourne Branch

The Log
The Monthly Newsletter of the Melbourne Branch of
The Company of Master Mariners of Australia Limited

Kindly Sponsored by:
Victorian Regional Channels Authority



- **Melbourne Branch Meeting - 26 August**
1800 hrs Wednesday 26 August 2015
Dick Francis - An Update on the Steam Tug "Wattle"
- **Melbourne Branch Meeting - 30 September**
1800 hrs Wednesday 30 September 2015
Speaker to be Confirmed
- **Melbourne Branch Meeting - 28 October**
1800 hrs Wednesday 28 October 2015
Speaker to be Confirmed
- **Melbourne Branch Meeting - 27 November (Friday)**
1800 hrs Friday 27 November 2015 (Date TBC)
CoMMA End of Year Celebration



In this issue:

- From the Branch Master
- Operation Pedestal
- Branch News
- Branch Roundup
- Members' Lounge
- Speaker Summary
- Around the World
- Closer to Home
- Upcoming Events

Hon. Sec. / Hon. Ed., Alexandra Evered
Email alex@baysideshipping.com
Tel 03 5424 1224

From the Branch Master

With the legislation to enable the privatisation of the Port of Melbourne stalled in the Upper House while a select committee enquires into the matter it is an opportune time to review what has happened to date.

The Kennett Government's privatisation of the ports of Portland and Geelong in the mid 1990's was the start of a series of privatisations of state owned ports throughout Australia. Today most of our ports have either been privatised or are under discussion for privatising.

In the lead up to the 2014 State election the then coalition government commissioned KPMG to produce a scoping study for the privatising of the Port of Melbourne. This study recommended that the port be leased for a period of 40 years and not the 99 years which had been the case with other ports.

Following the election the new Labor Government decided on a 50 year lease with the option of an additional 20 years. The government wanted to get the highest return possible to fund its program to eliminate 50 railway level crossings throughout Melbourne. A longer lease does not necessarily mean a higher return because the usual way of calculating the value of the lease is to use discount cash flow analysis. Using this method there is very little difference between the value of a 40 year and a 99 year lease.

The other potential problem with a longer lease is that if Melbourne's second container port at either Hastings or Bay West came on stream before Melbourne reached capacity compensation would have to be paid to the lessee.

Writing in the Herald Sun on July 1 2015 the State



Treasurer Mr. Tim Pallas set out the government's policy. The term of the lease would be 50 years with the option for a 20 year extension at the government's discretion and if agreed to by the leaseholder. This decision would be made at the end of the lease period. There would be provision for compensation but the government does not believe that this will be an issue because they expect Melbourne to reach capacity by the time the second port is built. Only the commercial operations of the port will be leased and the government will remain the land owner. The Victorian and Commonwealth governments will retain responsibility for the port's safety, security and environmental functions including such matters as safe navigation in Port Phillip Bay, emergency and pollution management and the statutory role of the Harbour Master.

Because the value of the lease is dependent on the port's earnings the negotiations around the rental contracts for the existing container terminals became critical. When International Container Terminal Services won the right to operate the 3rd container terminal at Webb Dock they agreed to a much higher rental than was being paid by the terminals in Swanson Dock. This higher figure was used by PoMC as the basis for the negotiation of DP World's rental agreement for West Swanson Dock. DP World was paying about \$16 per square metre compared to \$120 which would apply at Webb Dock. The prospect of a 750% increase in rent caused great concern amongst the port users including Asciano whose rental agreement for East Swanson Dock is due next year. DP World negotiated a much lower rental increase. Rent would increase in increments to \$45 per square metre in 2023 and there will be reviews every 5 years from 2028. Treasurer Tim Pallas



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From the Branch Master Cont...

welcomed the agreement and said that it showed confidence in the long term viability of the port.

Based on the sale of the leases for Port Botany, Port Kembla and Brisbane where returns of 25 and 27 times the annual earnings were achieved and factoring in that Melbourne is experiencing significant growth some analysts believe that the value of the Port of Melbourne lease could be in the 6 to 7 billion dollar range. This is in line with recent government statements. Victoria could also receive another billion from the Federal Government's asset recycling initiative provided the money from the lease is spent on infrastructure.

It is expected that it will be November before the Upper House Select Committee delivers its findings as to whether or not privatisation is in the best long term interests of the Port of Melbourne and the people of Victoria.

Capt. Ian French

Operation Pedestal

In the summer of 1942, under the utmost secrecy, a convoy comprising fourteen of the fastest merchant ships afloat, departed Scotland bound for the tiny island of Malta, in the eastern Mediterranean. Under orders from Winston Churchill the convoy was to be escorted by the heaviest concentration of naval warships ever signed to protect merchant shipping. At worst some of the ships must get through, or Malta would fall. Churchill instructed that he be kept informed as to the progress of the convoy at every stage.



On August 10, 1942 the most heavily defended convoy of WWII slipped quietly through the Straits of Gibraltar into the Mediterranean. Carrying food, diesel oil, coal and vital aviation fuel, 14 merchant ships escorted by 59 naval warships would attempt to get through to the beleaguered island of Malta. During the three days and nights that followed, the convoy - codenamed "Operation Pedestal" - would endure the most ferocious and heaviest bombardment of any convoy during World War II.

Constantly under attack, day and night, from aerial bombing, submarine torpedo and E-Boat attack, nine merchant ships were sunk, the remaining five merchant ships arrived at Malta with their valuable cargo. Those vessels lost were:

- MV Deucalion, Blue Funnel Line
- MV Clan Ferguson, Clan Line Steamers Ltd
- MV Empire Hope, Shaw Savill & Albion Line
- Mv Wairangi, Shaw Savill & Albion Line
- SS Algeria Lykes, Lykes Bros Steamship Co
- SS Waimarama, Shaw Savill & Albion Line
- MV Dorset, New Zealand Shipping Company
- MV Glenorchy, Glen Line Fleet
- SS Santa Elisa, Grace Line

The five who survived the bombardment were:

- MV Rochester Castle, Union-Castle Mail Steamship Co
- MV Melbourne Star, Blue Star Line
- MV Port Chalmers, Commonwealth & Dominion Line
- MV Brisbane Star, Blue Star Line
- SS Ohio, Texas Oil Co



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Operation Pedestal Cont...

On Sunday, August 16, 2015 members of the Melbourne Branch of CoMMA joined our colleagues and friends from the Maltese Australia Association to commemorate the 73rd anniversary of Operation Pedestal at the Shrine of Remembrance. It truly was a moving and memorable occasion and I would encourage members to attend next year's service.



Capt. Ian French, Capt. John Carroll & Capt. Detlef Koepke



Capt. Detlef Koepke, Capt. Ian French, Alex Evered & Capt. John Carroll

Branch News / Roundup

Vale - Capt. John Lowry

We are very sorry to report the passing of Capt. Lowry who was a marine superintendent in ANL in the late 1960's and early 1970's. He would have been 92 next month. Our thoughts remain with John's family at this sad time.

Readings & Applications

New applications include:

- **Laurence Frederick Crisp, Ordinary, QLD**
Laurence is a retired Master and is now a Marine Surveyor.
- **Anurodh Prasad, Ordinary, Sydney**
Anurodh is a Master on a container ship.
- **Philip Robin Gienzler, Ordinary, Sydney**
Phillip was Master with Cementco and is now retired.
- **Paul Pereira, Ordinary, WA**
Raul is a Marine Advisor with Chevron.
- **Ian Paul Shea, Ordinary, Federal**
Paul is a Master on a FPSO and lives in Victoria.

Applications awaiting Branch Endorsement

- Andrew Hogan, Associate WA
- Sheldon Rodrigues, Ordinary, Melbourne
- Simon Gamboni, Associate, Melbourne
- Michael Desa, Ordinary, WA
- Mohair Rahman, Associate, QLD.

Applications awaiting Ratification

Nothing to report.

Please advise the Secretary within 14 days of the publication of The Log if you have any comments regarding any new Applicants.



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Member's Lounge



This is the place to escape to for a laugh, to share a memory or a good yarn, or perhaps an idea, opinion or even a gripe with your fellow members.

Not all members can attend meetings, so consider this your 'monthly catch-up on a page'. Contributions are welcome...

E-mail alex@baysideshipping.com

Tel 03 5424 1224

Good for a Chuckle

Airborne approximately thirty minutes on an outbound evening flight from Glasgow, the lead flight attendant for the cabin crew nervously made the following painful announcement..:

"Ladies and gentlemen, I'm so very sorry but it appears that there has been a terrible mixup one minute prior to takeoff, by our airport catering service... I don't know how this has happened but we have 103 passengers on board and, unfortunately, only 40 dinner meals... I truly apologise for this mistake and inconvenience."

When passengers' muttering had died down, she continued..:

"Anyone who is kind enough to give up their meal so that someone else can eat will receive free, unlimited drinks for the duration of our 5 hour flight."

Her next announcement came 90 minutes later..:

"If anyone would like to change their minds, we still have 40 dinners available."

Speaker Summary

The speaker at our July joint function with MLANZ and the NI was Capt. Ravi Nijjer whose spoke on the events occurring on the bridge of the *Costa Concordia* during that fateful night of 13 January 2012 when the vessel capsized and sank after striking an underwater rock obstruction off *Isola del Giglio*, Tuscany, on 13 January 2012, with the loss of 32 lives.



The ship, carrying 4,252 people, was on the first leg of a cruise around the Mediterranean Sea, starting from Civitavecchia in Lazio, Italy, when she deviated from her planned route at the Isola del Giglio, coming closer to the island, and struck a rock formation on the sea floor causing a temporary power blackout when water flooded the engine room.

Our speaker's presentation included evidence derived from the ship's Voyage Data Recorder (VDR), a transcript of the audio on the bridge and interviews from the ships officers. This evidenced mysteriously appeared on the Internet for a period of about 8 weeks before being removed.

All translations were undertaken by Antonio Di Lieto author of **Bridge Resource Management** *From the Costa Concordia to Navigation in the Digital Age*.

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Speaker Summary Cont...

The Main Events:

The following is a timeline of the main events occurring at the material time:

- At 19:00 on 13 Jan 2012 the *Costa Concordia* departed from Civitavecchia, bound for Savona;
- At 21:00 the ship altered course to 278 degrees to make the approach to Giglio Island;
- At 21:45 the ship made contact with the submerged outcrop of Le Scole;
- At 22:54 the order of 'Abandon Ship' was given.



Relevant Background Information Arising From the Investigation

It subsequently transpired that the Restaurant Manager (a native of Giglio Island) had been trying to persuade the Captain to conduct a Giglio Island 'Sail Past' for some time.



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As an inducement the Restaurant Manager brought to the Captain's notice

the presence of a retired Costa Captain on the island.

On 13 January a short time before sailing, the Captain asked the 2nd Officer to plan for the 'Sail Past' and to maintain a minimum distance of 0.5 NM from Giglio.

The 2nd Officer selected an approach route that required a 56° alteration of course for the 'Sail Past'. In all previous sail pasts a much smaller alteration of course was required.

Given the planned speed of 15 kn, this created a situation with a greatly reduced safety margin. At 15 kn the angle of approach resulted in a closing speed of 2.5 cables/min!



Timeline of Events

The following is a more detailed timeline of the events occurring:

- The Captain arrives on the bridge at 21:34, about 2.5NM from Giglio (The Restaurant Manager was already on the bridge);

Speaker Summary Cont...



- Accompanying the Captain are 3 people comprising the Hotel Director and two guests;
- The Bridge team comprised the F/O, 3/O, helmsman. The role of the 3/O next to the helmsman was to ensure that navigational orders were followed correctly in accordance with good seamanship;
- At 21:35:01 the Captain ordered manual steering and takes up a position behind the Port Radar;
- The F/O made small changes of course to start the alteration from 278° to 334° degrees true as required by the passage plan;
- These small changes of course were made for the comfort of the passengers as per usual practice on cruise vessels;
- At 21:37:11 on the Captain's instigation the Restaurant Manager calls the retired Costa Captain (who was situated on the mainland) on the mobile phone;
- At 21:37:54 the Restaurant Manager hands over the phone to the Captain. At the time the F/O is still conning the vessel;
- From 21:37:54 to 21:38:43 the Captain talks to the retired Captain ashore and asks him "*Is there enough depth of water at 0.3 to 0.4 nautical miles off the island?*"
- The Captain is reassured by the retired Captain's reply;
- At 21:39:12 the F/O gains the captain's attention by saying in Italian "*Captain we are on course two nine zero*". Captain responds immediately in Italian "*Two nine zero*" then adds in English "*I take the Conn*". The 4/O confirms "*Master has the conn*";
- At 21:39:16 the distance from the planned route begins to increase rapidly towards the limit of 100 metres;
- At 21:39:30 the Captain orders 300° which the helmsman acknowledges;
- **One second later the Captain begins issuing a rudder order "Starboard..." but is interrupted by the hotel manager's phone ringing. He enquires as to who has called and does not finish giving the order that he started;**
- At 21:40:00 the Captain asks for the speed to be increased to 16 knots;
- At 21:40:08 when the *Costa Concordia* is heading 293.7° with a rate of turn "ROT" of 4° per minute the Captain decides to continue the turn and orders the helmsman in English "*come slowly, slowly to 310°... easy*". At this moment the off track indicators appear on the INS screens. The distance from the planned route is nearly 200 metres and rising rapidly with every passing second;
- At 21:40:53 with the ships heading 300° with an ROT of 4° per minute the Captain orders 325°. The helmsman misunderstands this order as 315°. At this point the first Officer intervenes with 325°. The Captain restates 325°. The helmsman confirms 325°.
- At 21:42:07 with the heading of 312.5° and an ROT of 10° per minute the Captain orders 330°
- At 21:42:40 the captain asks the F/O's relief to go to the port bridge wing and visually monitor the distance off the coast;
- At 21:43:08 with the heading 322° and an ROT of 10° per minute (Speed over Ground "SOG" 15.9 kn) to



Speaker Summary Cont...



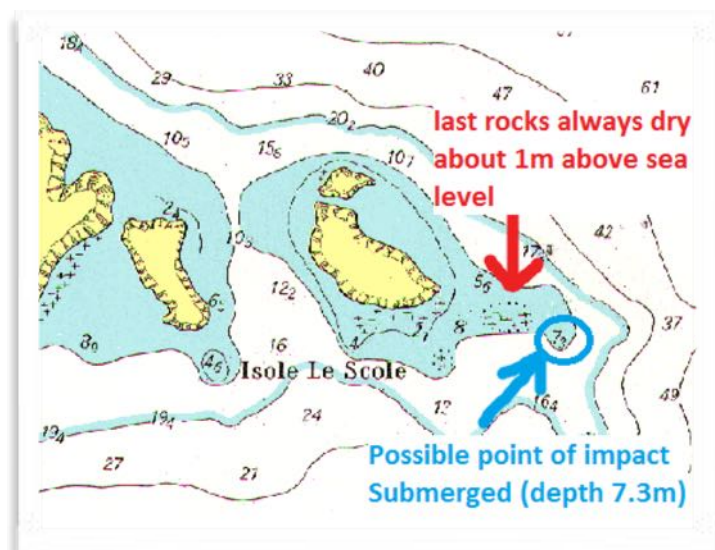
- continue the turn the captain orders 335°;
- At 21:43:33 with the heading 326° and an unchanged ROT of 10° per min the captain orders 340°;
 - At 21:43:44 with a heading of 327° the Captain orders 345°. The helmsman misunderstands this as 335°. The first officer corrects the helmsman by repeating 345°. *“Otherwise we go on the rocks”* says the Captain in English trying to play down the error made.
 - At 21:44:11 the ships heading is 331.9° with an ROT of 10° per minute. The rudder angle set by the helmsman is 2½° to starboard. **It is at this moment that the Captain notices rocks awash straight ahead and orders “Starboard ten”.**
 - At 22:44:18 the rudder angle has not reached 10° when the captain orders *“Starboard twenty”*;
 - Even though the Helmsman had immediately put the helm to 20° at 22:44:21 the actual rudder angle is only 9.5°. The Captain ordered *“Hard to starboard”*. The helmsman repeats the order.
 - *“We are going aground”* comments the Hotel Director disconcerted by the close approach;
 - At 21:44:34 the Helmsman confirms that the rudder is *“Hard to starboard”* by repeating once more *“Hard to starboard”*;
 - A moment later the Captain becomes worried that the stern will drift towards the rocks. So he instantly decides to halt the turn and orders *“Midships”* which is repeated by the Helmsman. The ship is now heading 342.6° with a starboard ROT of 20° per minute. The distance from the planned route is 800 metres;
 - At 21:44:44 the Captain gives an order *“Port ten”*. The moment the order is given the actual position of the rudders is still 17° to starboard;
 - The helmsman repeats *“Port ten”* but for a few seconds remains undecided as to where to position the rudders which remain amidships;
 - At 21:44:46 the Captain orders *“Port twenty”* in a effort to increase the ROT to port but the helmsman has still not positioned the rudder to port;
 - At 21:44:48 the helmsman turns the helm 10° to starboard the opposite direction to the orders given by the Captain. The actual position of the rudder is still amidships;
 - At 21:44:49 the helmsman repeats *“Port twenty”*, but turns the helm 20° to starboard. The rudders begin moving from the centre to starboard. The helmsman now realises his mistake and puts the helm to amidships (21:44:57) before applying 20° to port (21:44:58);
 - At 21:45:05, some 19 seconds after the Captains order, the rudders are in a position 20° to port. At that very moment the Captain says *“Hard to port”* which is repeated by the Helmsman. When the order is given the actual position of the rudders is 20° to port. However the ROT is still 20° per minute to starboard. The heading is now 006° and continues to increase towards starboard. At this point the officer stationed on the port bridge wing shouts in Italian *“Captain, the port side is going to hit the rocks”* ;
 - At 21:45:07 the port quarter hits a submerged rock that is 7.3m below the surface resulting in an ingress of



Speaker Summary Cont...



water into the machinery space;



outcrop of Giglio exceeded the structural integrity of the design and build of the *Costa Concordia* and resulted in the capsizing and sinking of the ship.



Last Rock Visible

- At 22:00:40 around 15 minutes after the impact, the ship's stability and survival are compromised due to the progressive flooding of five contiguous compartments. The *Costa Concordia* suffers a blackout and is adrift without engines or steering.
- In a few hours the wind carries the *Costa Concordia* to rest partly submerged near the entrance of Giglio where it was to remain for the next two and a half years;

The Main Events:

Capt. Nijjer confirmed that this catastrophic accident was triggered by an unrecognised chain of failures by the bridge team that culminated in the Captain suddenly discovering water breaking ahead and giving a 'hard to starboard' order.

Damage sustained as a result of the collision with a rocky

Analysis:

Analysis of the events outlined above revealed that:

- The planned angle of approach to Giglio Island (minimum distance 0.5 NM) severely restricted safety margins because of the closing speed of 2.5 cables/min;
- The system of bridge organisation failed to recognise and consequently act on the severely restricted safety margins;
- Predominant use of visual navigation with some input from the radar for distance off was inappropriate for the situation;
- All of the above combined with error inducing events on the bridge - such as distractions and interruptions - and last minute changes made without checking, led to a loss of situational awareness and resulted in the ship being driven onto an outcrop of the island;



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Speaker Summary Cont...



Outcome of Legal Proceedings:

As a result of the legal proceedings which followed the event the following jail sentences were handed down by the Italian Court:

- Captain - 16 Years;
- Costa Crisis Unit Manager - 2 year 9 Months;
- Cabin Services Manager - 2 years 6 months;
- First Officer - 2 years;
- Third Officer - 2 years;
- Helmsman - 2 years;

Lloyds List Award – Costa Concordia Crew:

As In September 2012, Lloyds List awarded the title of *Seafarer of the Year* to the *Costa Concordia* crew.

The citation for the award stated that the crew provided "*true examples of courage and professionalism*" during the dangerous night evacuation of the ship after it was fatally holed by a rock off the Tuscan island of Giglio.

"When the cruise ship Costa Concordia struck a reef off the island of Giglio on January 13, international attention inevitably focused on the actions of the master. But, what was largely missed in the media storm that ensued were the genuine examples of bravery and professionalism displayed by members of the crew. There were 4,229 people on board the vessel at the time of the casualty and while the tragic loss of life caused by this regrettable incident will rightly be the subject of forensic investigations for some time to come, it should not be forgotten that without the skilled response of the majority of the crew, the loss of life could have been far higher."

The Titanic -v- The Costa Concordia:

Capt. Nijjer went on to briefly examine the similarities between the *Titanic* and the *Costa Concordia*. He noted that:

- In both cases, the damages sustained as a result of collision exceeded the structural integrity of the design and build of both ships;
- In both cases, there was an instinctive reaction by the person with the conn after being suddenly alerted to an unexpected hazard;
- Both actions resulted in a collision involving the vulnerable broad side of the ships, allowing entry of water into multiple compartments;

The evening was well attended and we must congratulate Capt. Nijjer on another excellent and interesting presentation.

All images in this article are kindly provided and reproduced with the kind permission of Capt. Nijjer.



The Costa Concordia as she once was...



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Around the World



Explosions at Binhai new district in Tianjin, China, 13 August, 2015

Summary

A number of huge explosions have torn through an industrial area where toxic chemicals and gas were stored in the northeast Chinese port city of Tianjin, killing more than 100 people, including at least a dozen fire fighters and sent toxic fumes into the air.

The precise cause of the explosions is not yet known, but lax safety procedures and oversight are widely speculated to be to blame.

President Xi Jinping has urged authorities to learn from the "extremely profound" lessons from the accident.

The State Council is rolling out a nationwide inspection of all businesses using dangerous chemicals and explosives. Meanwhile, China's public security minister says those found to be responsible for the Tianjin disaster "will be punished severely," according to state news agency Xinhua.

The lack of oversight is apparent in the questions being asked about what was being stored in Tianjin warehouse. Chinese authorities say they aren't sure, as the facility's managers provided "insufficient information."

Military inspections at the blast site Sunday revealed "several hundred tons of cyanide material" at two locations, said Major General Shi Luze. Authorities are checking customs records for more clues as to exactly what was being held although it is understood that the "cyanide material" was sodium cyanide, a highly toxic substance used to extract precious metals in the mining industry, among other uses.

Regulations set by the State Administration of Work Safety state that facilities over 550 square meters that handle and store dangerous chemicals must be at least one kilometer away from public buildings and facilities. It seems that this didn't happen in Tianjin.

Marine Lawyers, Holman Fenwick and Willan advise that according to the Tianjin Police, the explosion happened in a warehouse operated by a logistics company called Rui Hai International Logistics Co. Ltd. Rui Hai describes itself as a government approved firm specialising in handling dangerous goods.

Two years ago the company was found to have flouted packaging standards, with Reuters reports citing an inspection carried out by the Tianjin Maritime Safety Administration. Rui Hai will doubtless be facing substantial losses and it, together with the owner of the cargo which exploded, will be at the centre of investigations to ascertain whether the cargo was properly declared, handled and stored.

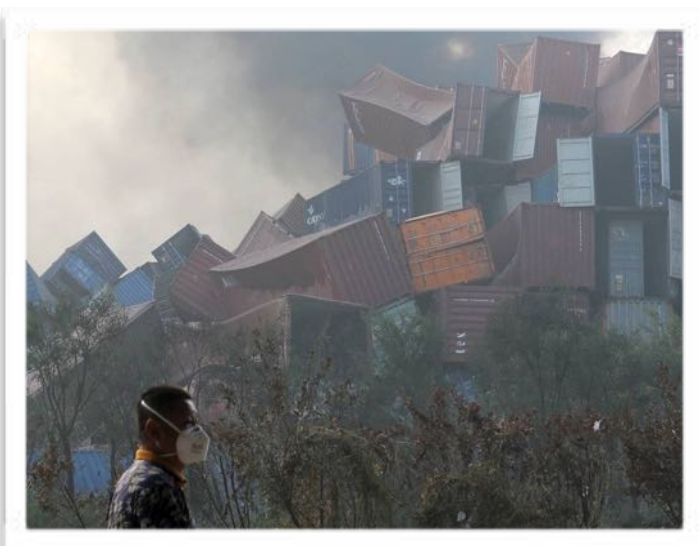


Photo: Courtesy of the Independent



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Closer to Home



Collision between *Kota Wajar* and the yacht *Blazing Keel*, Moreton Bay, QLD, 6 July 2014 - Final Report

What Happened

At about 0419 on 6 July 2014, in clear visibility, the container ship *Kota Wajar* collided with the yacht *Blazing Keel* in Moreton Bay. The ship was southbound in the shipping channel while the yacht was crossing the channel in a southwest direction. The yacht suffered extensive collision damage but its watertight integrity was maintained. The two persons on board were not injured and the yacht safely returned to its marina.

What the ATSB found

The ATSB found that no one on board either *Kota Wajar* or *Blazing Keel* saw or otherwise detected the other vessel before the collision. Neither vessel had maintained a proper lookout in accordance with the international regulations for preventing collisions at sea (COLREGS).

The investigation found that *Kota Wajar's* safety management system (SMS) procedures requiring a dedicated lookout were not effectively implemented and a lookout was not posted. In addition, radar was not appropriately used. The high workload of the ship's bridge team and local conditions, such as background lights ashore, were factors in not detecting the yacht.

The investigation identified that the visual lookout kept by *Blazing Keel's* crew was ineffective. Furthermore, the yacht's night passage was undertaken without radar (which had been inoperational for 18 months) and its diving trip was not properly planned or executed.

It was also found that Brisbane Marine Pilots' standard

passage plan and master-pilot exchange does not ensure that the ship's bridge team is provided adequate information with respect to local traffic and areas where attention should be paid to small craft.

What's been done as a result

Kota Wajar's managers, Pacific International Lines, Singapore advised the ATSB that action to better implement SMS procedures with regard to posting a lookout was being taken. Monitoring and verification of compliance with the procedures would be enhanced through unannounced audits, including the retrieval and playback of voyage data recordings. In addition, records of bridge activities, including attendance logs, would be reviewed in detail during routine audits.

Brisbane Marine Pilots (BMP) advised the ATSB that its standard passage plan has been amended to clarify responsibility for maintaining a good lookout by sight and radar. Bridge team engagement and communicating small craft interaction will be emphasised through the master-pilot-bridge team exchange and monitored through BMP's check pilot system. The pilotage company has also decided to review and amend its pre-arrival information for masters, to emphasise the small vessel interaction risk.

In response to the continuing safety issue around maintaining an effective and proper lookout when navigating in Australian waters, the ATSB has issued a safety advisory notice (SAN) to the masters, owners, operators and skippers of all vessels. Consistent with COLREGS requirements, the SAN reinforces the importance of taking all necessary measures to ensure that a proper lookout is kept at all times, and early avoiding action is taken to prevent collision.



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August 26 - CoMMA Meeting

Event: CoMMA Branch Meeting
Date & Time: Wednesday 26 August 2015, 6 for 6.30 pm
Speaker: Dick Francis, The Steam Tug "Wattle"
Location: CQ Functions, CQusine Restaurant
113 Queen Street, Melbourne VIC 3000
Cost Inc GST: Members \$40, Non-Members \$50
RSVP: Alexandra Evered, Mon. 24 August, 2015
T: 03 5424 1224 / E alex@baysideshipping.com

September 03 - Merchant Navy Day

Event: Wreath Laying in the Sanctuary
Date & Time: Thursday 03 September 2015, 2 pm
Location: Shrine of Remembrance

September 22 - MIAL World Maritime Day Luncheon

Event: MIAL World Maritime Day Luncheon
Date & Time: Tuesday 22 September 2015, 1200 for 1400
Speaker: Vice Admiral Barrett, Chief of Navy
Location: Etihad Stadium, Melbourne
Cost Inc GST: Members \$130 or \$990 for a table of 8
Non Members \$150 of \$1150 for a table of 8
RSVP: Alexandra Evered, Mon. 28 September, 2015
T: 03 9647 6000
E: alison.saunders@mial.com.au

September 30 - CoMMA Meeting

Event: CoMMA Branch Meeting
Date & Time: Wednesday 30 September 2015, 6 for 6.30 pm
Speaker: TBC
Location: CQ Functions, CQusine Restaurant
113 Queen Street, Melbourne VIC 3000
Cost Inc GST: Members \$40, Non-Members \$50
RSVP: Alexandra Evered, Mon. 28 September, 2015
T: 03 5424 1224 / E: alex@baysideshipping.com

October 17 - ANZAC Naval Commemorative Ball

Event: ANZAC Naval Commemorative Ball
Date & Time: Saturday 17 October 2015, 6.30 for 7.00 pm
Dress: Formal
Location: Victory Room, Etihad Stadium Melbourne
Cost Inc GST: \$130
RSVP: David
T: 0423 675 146
E: davidgdwyer@hotmail.com

October 18 - Annual Seafarers' Memorial Service

Event: Annual Seafarers' Memorial Service
Date & Time: Sunday 18 October 2015, 10.30 am
Dress: Uniform, Lounge Suit, Day Dress, Decorations and Medals
Location: St Paul's Cathedral, Melbourne
Cost Inc GST: Free
RSVP: Alan Knott, 12 October, 2015
T: 03 5250 6148
E: knott@melbpc.org.au

October 18 - Tim Muir Service Lunch

Event: The Tim Muir Service Lunch
Date & Time: Sunday 18 October 2015, 12.30 pm
Location: Chloe's Restaurant, Young & Jackson's Hotel, Swanson St, Melbourne
Cost Inc GST: \$40 pp (Drinks at Bar Prices)
RSVP: Nigel Porteous, 15 October, 2015
T: 03 9211 9379 / 0411 487 489
E: nporteous@aspships.com

If you wish to advertise an event please contact the Honorary Editor, Alexandra Evered:

Email alex@baysideshipping.com / T 03 5424 1224



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Got a Story for the Log?

Do you have a story for the Log?

If you wish to make a contribution to the Log or advertise an event please contact the Honorary Editor, Alexandra Evered:

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phone 03 5424 1224



Disclaimer

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