

Melbourne Branch

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

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Victorian Regional Channels Authority



- **Melbourne Branch Meeting - 25 November**
1800 hrs Wednesday 25 November 2015
CoMMA, IMarEST & NI End of Year Celebration 
- **Melbourne Branch Meeting - 24 February, 2016**
1800 hrs Wednesday 24 February, 2016
Glen Colaco, Port of Melbourne Corporation,
Topic TBC
- **Melbourne AGM & Branch Meeting - 30 March, 2016**
1800 hrs Wednesday 30 March, 2016
Bilal Ali Khan, ANL, The Container Trade in Australia

In this issue:

- From the Branch Master
- Branch News / Roundup
- The Christmas Meeting & Menu
- Members' Lounge
- Speaker Summary
- Dazzle Ships
- 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



In September the Nautical Institute held a seminar in Bristol on the topic “Autonomous ships what does the future hold”. This two day seminar was attended by representatives from all sectors of the shipping industry including regulators, operators and insurers. The aim of the seminar was to identify and discuss the economic, social, legal and regulatory issues which would have to be resolved before ocean going unmanned ships could become a reality. Rolls-Royce will be part of a European project that will enquire into all aspects of unmanned ship operation. Rolls-Royce will lead the technology team which will examine vessel design, the integration of complex systems and the supply and support of power and propulsion equipment. The company is developing hardware and software for semi and fully autonomous robots.

Central to the unmanned ship concept is a shore based control station which would monitor the vessel throughout the voyage. Object recognition software integrated with radar and other sensors would handle navigation and machinery monitoring would be done ashore in the same way airlines monitor aircraft engines. An unmanned ship would not comply with the current Colregs or SOLAS and international agreements would be required to allow these vessels to operate in national waters. e.g. Would Australia allow unmanned ships to use the inner passage through the Great Barrier Reef?

The cost of crewing a ship (about US\$3000 to US\$4000 per day) and the increasing shortage of qualified mariners is one of the motivating factors behind the move to unmanned ships. Removing the accommodation block along with all its human related infrastructure could result

in a weight reduction of 5% and a fuel saving of 15%. The cost of additional equipment, higher grade fuel and the cost of operating a shore based control centre may offset many of the savings. The insurance industry has considerable interest in the project. Most maritime accidents are caused by human error so if humans could be replaced by sophisticated sensors and computers, autonomous ships may be safer.

An unmanned ship would be less attractive to pirates as there would be no crew to hold to ransom or to inhibit military forces from retaking the ship. Additional security would be required to prevent jamming or spoofing of the satellite signals that control the ship and the reliability of propulsion and other systems would need to be proven.

An autonomous ship need not necessarily be unmanned. It only means that the ship has systems that allow it to operate without continuous human attention. Rolls-Royce suggest that the transition to unmanned ships could take place in stages. Initially a small crew could be retained to deal with system failures or if a situation occurred which the shore based control room could not handle. It is the slow or ultra-slow bulk carriers where crewing is a significant factor in operating costs that are expected to be the first autonomous ships. Concerns have been raised that putting only a handful of people on a ship that may spend a month at sea between ports could lead to social problems.

There are many issues for Rolls-Royce and its partners to consider. They will have to show that the ships are technically and financially viable. If they can the day may come when robots can apply for membership of The Company of Master Mariners.

Capt. Ian French



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Branch News / Roundup



Readings & Applications

New applications include:

- **Sean William Liley, ORD, Melbourne**
Sean is the Master of the MT *Front Puma*.
- **Andrew John Burn, ORD, Melbourne**
Andrew is the Master of the KS *Silver Lining*.
- **Graeme Keys, ORD, Melbourne**
Graeme has applied to re-join the Melbourne Branch.

Pending Applications

- **Slaven Roje, ORD, WA**
Slaven is the First Mate on the Sail Training Ship "Leeuwin". He obtained his Master's Certificate in Croatia and worked on Passenger Ship.
- **Karl Joseph Soares, ORD, QLD**
Karl is the Regional Manager for Inchcape Shipping.

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

End of Year Function - 25 November, 2015

- Event:** CoMMA, IMarEST & NI End of Year Dinner
- Date:** Wednesday 25 November 2015, 6 for 6.30 pm
- Place:** CQ Functions, CQusine Restaurant
113 Queen Street, Melbourne VIC 3000
- Cost:** \$55 (Guests most welcome)
- RSVP:** Alexandra Evered, Mon. 23 November, 2015
T: 03 5424 1224 / E: alex@baysideshipping.com

You should of by now received your invitation to the annual End of Year Celebration hosted jointly with our friends and colleagues from IMarEST and the Nautical Institute.

After some debate it was decided to hold the function at CQ Functions who offered us a very competitive quote and which enables us to keep our costs to a reasonable level.

Thanks to the generous support of our sponsors, we have some marvellous prizes and we hope you will take the opportunity to come and join us for some festive fun...and, of course, our Christmas Quiz!

Kick off is at 6pm and along with a 3 course meal, the invitation includes a welcome drink on arrival in the dining room.

Please ensure to RSVP early to Alex (numbers are limited) and confirm your menu selection. A copy of the menu is attached on the following page.

Any profit from the night will be donated equally between The Mission to Seafarers and The Stella Maris Seamans Club.

Our sponsors for this year's event include:

- The Company of Master Mariners of Australia Limited, Melbourne Branch;
- The Institute of Marine Engineering, Science and Technology;
- The Nautical Institute;
- The Victorian Regional Channels Authority;
- The Port of Portland Limited; and
- North and Trew.

We look forward to seeing you all there!!



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CoMMA, IMarEST & the Nautical Institute

End of year function, 25 November, 2015 @6pm

Christmas Party Menu

Entrée

Szechwan Pepper Calamari, rocket, preserved lemon and cucumber salad
Baked Lamb Loin, eggplant, watercress, charred capsicum, feta & balsamic reduction
Chicken & Lychee Salad, Asian herbs, bean shoots chilli & coriander vinaigrette
Leek & Caerphilly Tart. Orange, macadamia crumble, wild rocket & beetroot glaze

Main

Crispy Skin Barramundi, spring onion mash, ratatouille cigar & sauce vierge
Grain Fed Scotch Fillet (250 gm), truffled pomme puree, chilli parmesan cauliflower and shiraz jus
Traditional Turkey Breast, stuffed with roasted chestnut & thyme, honey glazed carrots,
chats & infused plum sauce
Fetta & Basil Ravioli, creamed spinach, heirloom tomatoes, parmesan & truffle oil

Dessert

Soft Centered Chocolate Pudding, strawberries, custard & chocolate soil
Saffron Layered Rice Pudding, candied pomegranate seeds
Flourless Pineapple Coconut Cake, compressed melon & with blueberry syrup
Traditional Christmas Pudding, vanilla bean ice cream, brandy analgise, chocolate soil



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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

The face says it all.....



Many of our Members will remember Ralph McDonell, a stalwart member of CoMMA. Ralph is keen to keep in touch with all his friends and colleagues and has kindly shared the tale below for publication.

The tale concerns Chief Officer Alf Schmidt a respected officer in WWII with responsibility for boarding ships captured by German raiders.

He survived the fight between HMAS *Sydney* and HSK *Kormoran*.

After WWII the POWs were allowed to settle in Australia or be repatriated. Alf stayed and subsequently managed a Tasmanian horse farm and took a Tasmanian wife.

After sitting his Australian certificates, he joined ANL.

The *South Esk* running between Launceston and Melbourne

In poor visibility, Capt. Keith Elford was plotting the ship downstream. As she reached the narrows, near the road bridge, there was a shout from Alf Schmidt, the Chief Officer, stationed forward.

"I hear a ship" he called.

Capt. Elford rang "STOP" on the telegraph then brought the ship up to the anchor of which Alf had seen to the dropping. All fell quiet and Alf made his way to the Bridge. Alf asked Capt. Elford,

"Why are we anchored?"

The reply came "You heard a ship."

Alf corrected, "No, No! I heard a sheep, Baah, Baah!"



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Speaker Summary



For our October meeting we were delighted to welcome Andrew Cumming of Stolt Tankers who provided us with an interesting overview of Stolt's tanker market.

Andrew was born in Liverpool, England in 1968. His father was at sea for many years during his childhood and he developed a taste for the shipping industry at a young age.

Andrew went on to complete a Bachelor of Science degree, with honours, in Maritime Studies at Liverpool John Moores University in 1990. During his time at university he spent 15 months as a Deck Cadet at sea with the Royal Fleet Auxiliary. He spent time on tankers, ammunition ships and refuelling ships following the Royal Navy around on exercises into the Mediterranean, USA and South Atlantic waters.

On graduating from university Andrew moved to Australia to settle in Melbourne and started his career in shipbroking. He started with Bridgewater Chartering in August 1990 as a trainee Tanker broker. Concentrating on the small tanker and chemical markets he fixed ships for the local refiners and chemical companies.

Bridgewater Chartering merged in 2000 with another Australian shipbroking business, South West Chartering, to form Seawise Australia. Andrew became the manager of the tanker department looking after a team of four brokers and support staff. In 2001, following the trend by the Oil majors to move business to Singapore, Seawise opened an office in Singapore where Andrew was moved to take on the local shipbrokers and compete for the Australian business.

After two years in Singapore Andrew moved to Perth, still with Seawise, to take on a business development role.

In 2004 Andrew started his own shipbroking business, Pennant Australia, concentrating on the small tanker and vegetable oil trades. At this time Andrew was managing the Cargill Australia account and helped Cargill set up their new shipping program for Palm oil imports and soft oil exports.

In 2010 Andrew joined what was then Orica Chemicals to take on the role of Tanker operations manager. In this role Andrew successfully negotiated two large long term bulk liquid storage contracts setting up Orica Chemicals (now called Ixom) with a long term storage footprint in Australia and New Zealand.

In June 2015 Andrew joined Stolt-Nielsen Australia as the Sales manager for Stolt Tankers..

In his spare time Andrew is a Scout Leader. Having been a Troop leader for 10 years he attended three Australian Jamborees but has recently moved into the State water activities team. He now spends many a weekend training youth how to manage a kayak or canoe safely in moving water.

Stolt Tankers operates a fleet of 158 sophisticated parcel tankers, product tankers, river tankers and barges, ranging in size from approximately 1,000 to 44,000 DWT. Stolt Tankers has operated in Australia for fifty years including a twenty year period when they operated the Australian flag tanker "Stolt Australia".

Stolt's tanker fleet is equipped with sophisticated handling equipment, including heating and cooling systems, specialised cleaning equipment, and nitrogen generators. Reducing port time and increasing efficiency is a major focus, given that a deep-sea parcel tanker spends roughly one-third of each voyage in port loading and unloading.



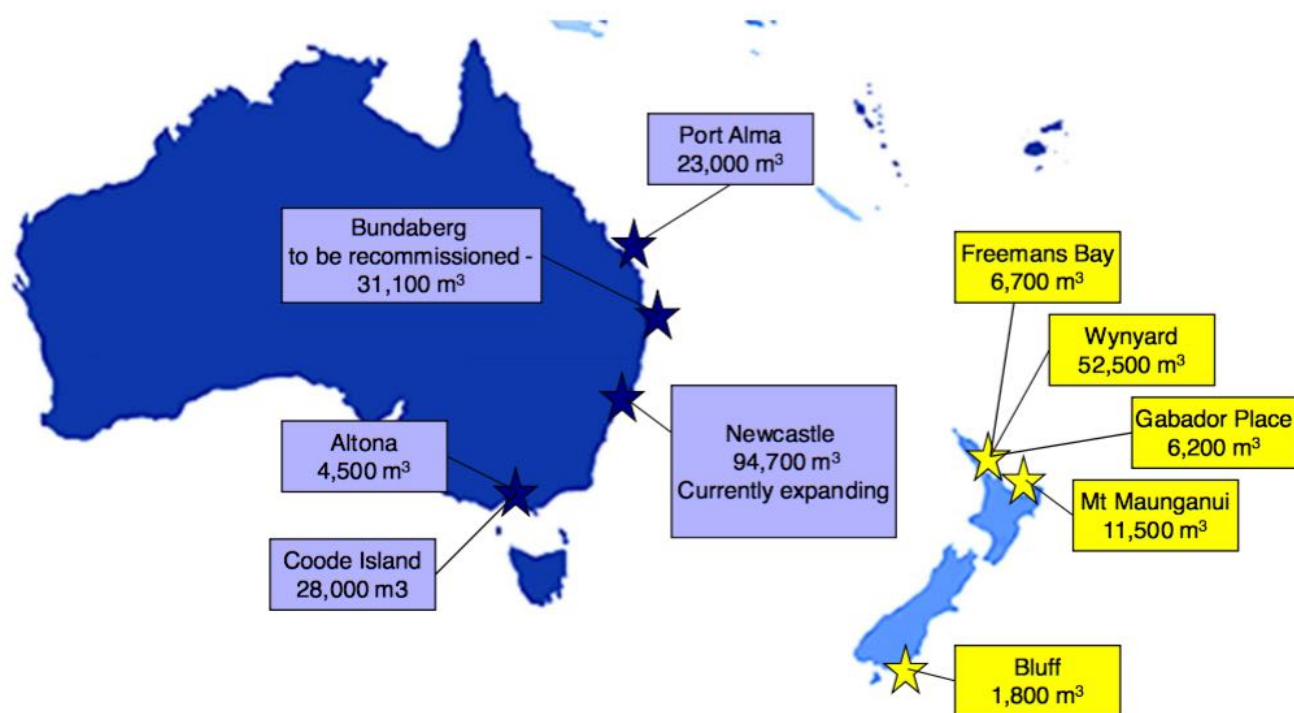
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Speaker Summary Cont...



- 10 terminals in 7 different locations



Stolt works in concert with Stolthaven Terminals and its worldwide network of terminals.

Overview: Stolthaven Terminals Newcastle

Key Statistics:

- Stage 1: 4 tanks, 54,500 CBM in capacity
- Stage 2: 3 tanks 40,200 CBM in capacity
- 1 berth, Mayfield 4, operated by the Port of Newcastle
- Maximum draft: 12.5m
- Maximum vessel size 240m LOA
- Dedicated pipeline from jetty to terminal
- Only independent bulk liquids terminal in Newcastle.

Overview: Stolthaven Terminals Coode Island

Key Statistics:

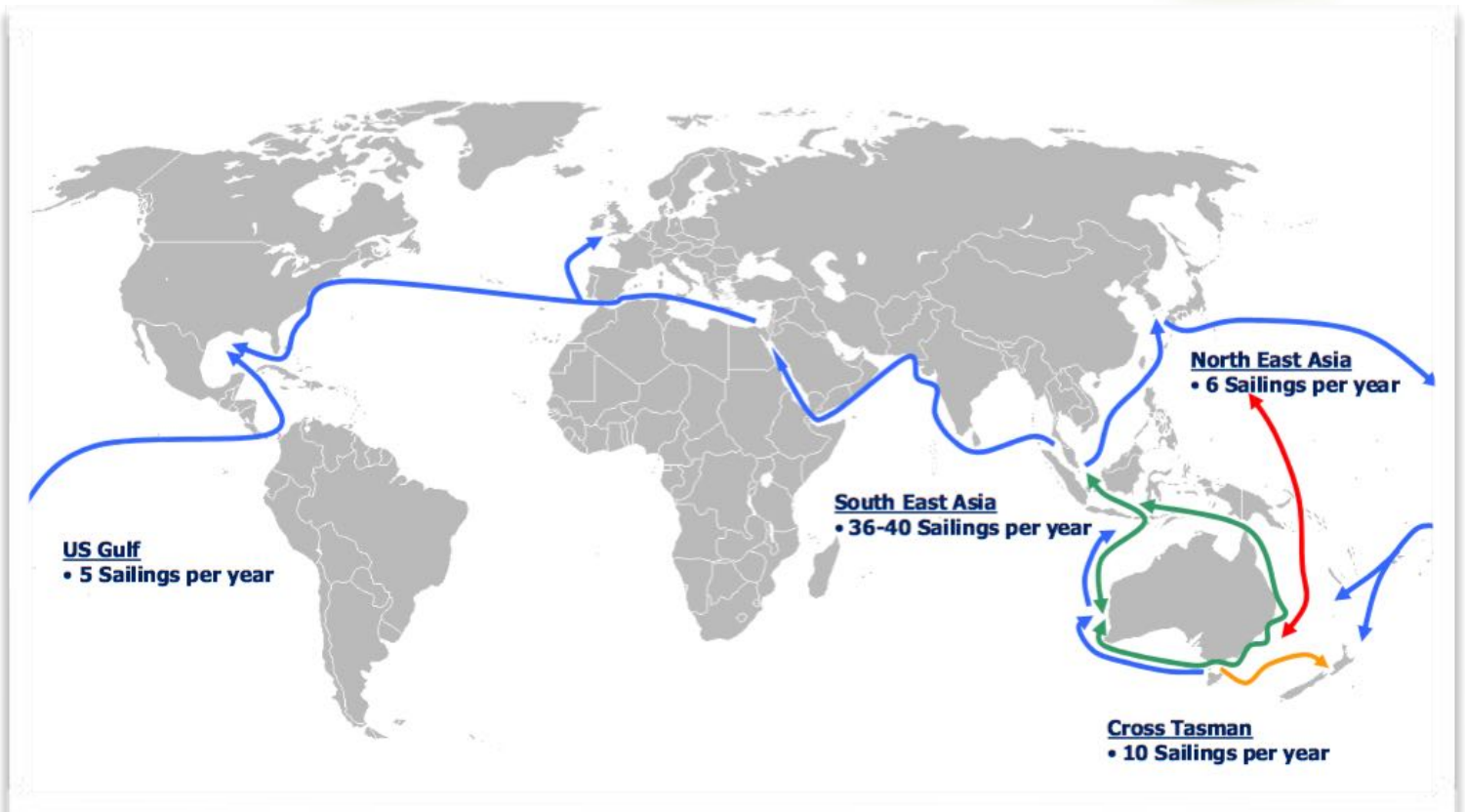
- Tanks: 11 tanks, 27,500 CBM in capacity; 9 API - 650 chemical tanks, ranging in size from 600 - 5,300 CBM; 2 API - 620 high pressure tanks, 4,200 CBM each
- 1 Berth, Maribyrnong No. 1 operated by the Port of Melbourne Corporation
- Draft 9.5m
- Maximum vessel size 185m LOA
- Dedicated pipeline from jetty to terminal



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Speaker Summary Cont...



Stolt Tankers - ANZ Tradelanes

Stolt is currently engaged in the following New Building Programme:

- Four 12,500 dwt - all stainless steel, parcel tankers
- Two delivering in 2016 and two in 2017
- Each of the ships will have 18 duplex stainless steel tanks
- The ships are based on new designs offering substantial improvements in fuel and operational efficiency
- Enhanced safety features, expanded cargo-carrying capabilities and improved crew accommodations

- These ships we will continue to offer the highest standards for safety and efficiency as they represent the next generation of design in their class

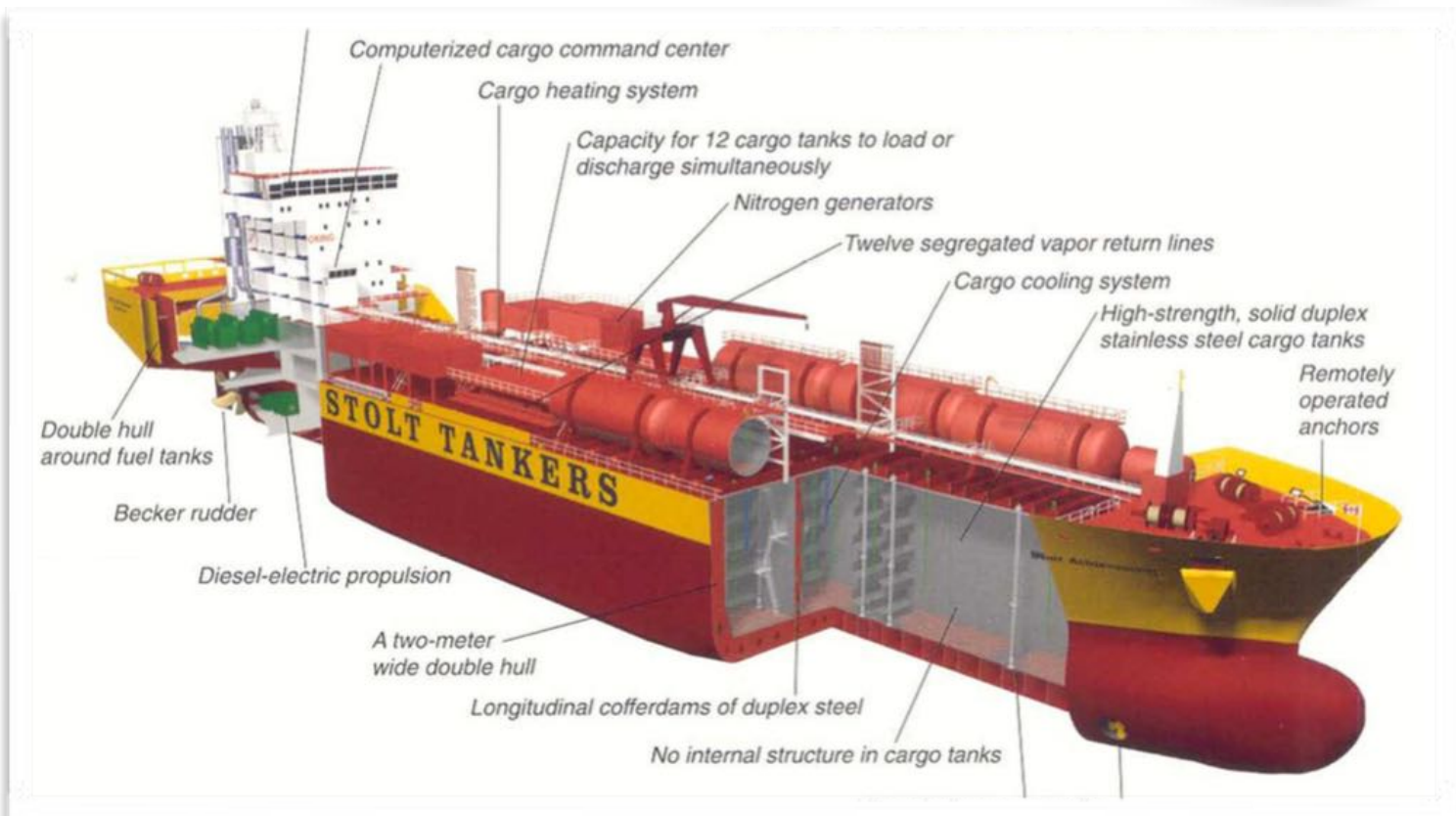
These parcel tankers offer multiple loads, multiple discharges, multiple products for multiple customers. They also benefit from infrequent ballast return legs. Previous product tankers offered one load, one discharge, one product for one customer. They also required frequent ballast return legs. The costs advantages are therefore obvious making investment in such new parcel tankers imperative.



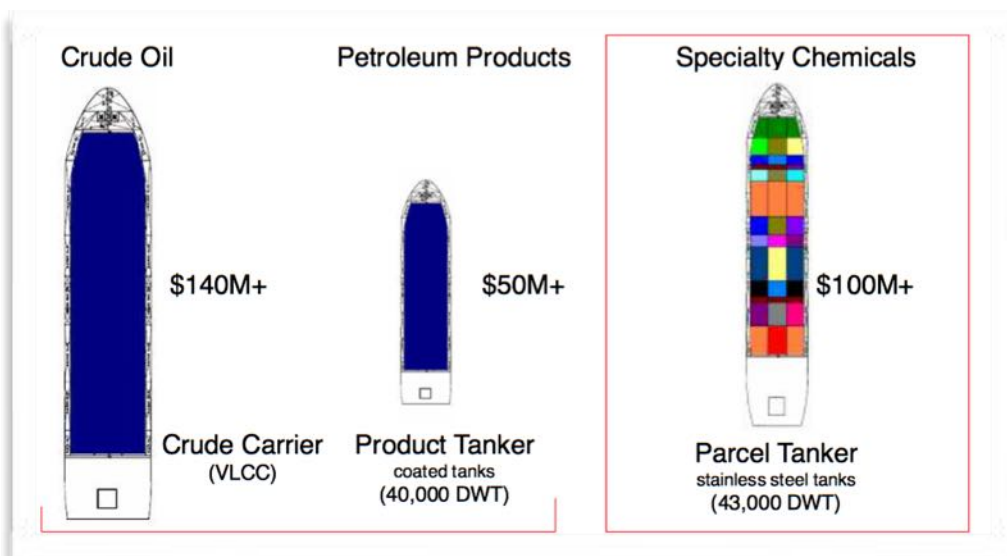
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Speaker Summary Cont...



The Stolt Achievement Class Parcel Tanker Specifications



Aside from Stolt Tankers and Stolthaven Terminas, Stolt also operates Stolt Tank Containers, Stolt Bitumen Services and Stolt Sea Farms.

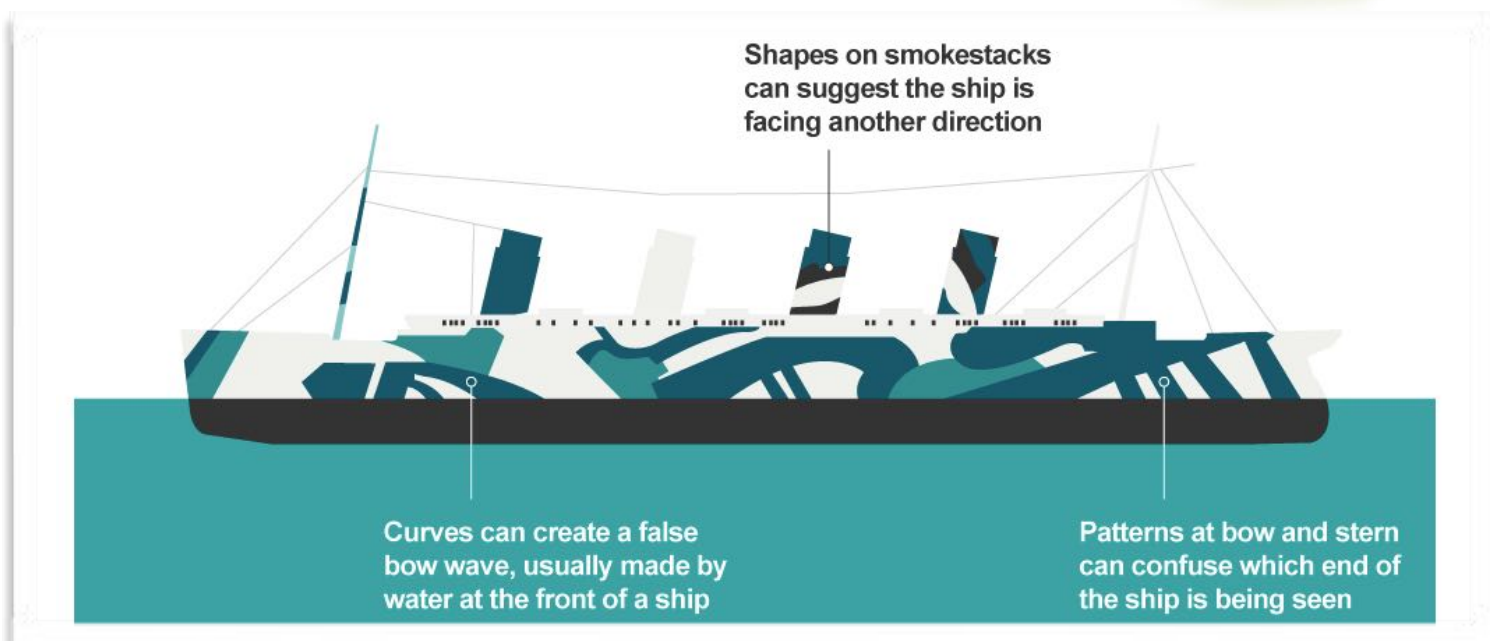
We would like to thank Andrew for his interesting presentation. If you would like to know more about Stolt-Nielsen Limited please visit, www.stolt-nielsen.com.



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Dazzle Ships



HMT Olympic in dazzle camouflage

At In 1917, on a patrol ship in the dangerous waters around Britain, the artist and illustrator Norman Wilkinson had a brainwave. As a Royal Navy volunteer in World War One, he had become all too aware of the threat from Germany's U-boats.

Wilkinson decided he could use his artistic skills to protect Allied ships. He realised that it was impossible to paint a ship in camouflage that would hide it from the sights of a submarine commander. Instead, he proposed that the "extreme opposite" was the answer.

Rather than trying to make a ship vanish on the ocean waves, he developed a radical camouflage scheme that used bold shapes and violent contrasts of colour. His purpose was to confuse rather than conceal.

Norman Wilkinson wrote to the Admiralty with his ideas for dazzle camouflage. Intrigued, they sent a ship to him at Devonport Naval Base. Wilkinson was ordered to oversee

its painting to demonstrate how his plan would work.

Wilkinson's Dazzle Section developed hundreds of camouflage schemes, for large ships and small. Each side of a ship had a different pattern. One vessel was the enormous Olympic – sister ship of the Titanic. Olympic became a troop ship during WW1 and was repainted in dazzle. She shows some of the techniques used by dazzle designers. Bold shapes at the bow and stern break up the form of the vessel. Angled lines suggest the distinctive smokestacks could be leaning in another direction. And curves on the hull could be mistaken for the shape of the 'bow wave' – created by water at the front of a fast-moving ship.

Wilkinson's scheme won them over. After the war the Royal Commission on Awards to Inventors awarded him £2000 and recognised him as the creator of dazzle.

Courtesy bbc.co.uk



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Around the World



UK Plans for New Polar Exploration Ship

AtThe UK government announced plans today for the building of a new £200 million polar research vessel for the NERC (Natural Environment Research Council) and operated by the British Antarctic Survey (BAS). This new state-of-the-art vessel is expected to deploy on its first mission by 2019 according to NERC.

“Understanding the polar oceans is absolutely key to understanding the big questions about our global environment...Surveys of the deep ocean have yielded vital discoveries about marine biodiversity and informed an international census of marine life.” commented Professor Mike Meredith, Leader of the BAS Polar Oceans science programme.”

Vessel Particulars:

- LOA: 129.6 meters
- Beam: 25 meters
- Draft: 7.5 meters
- Gross Tonnage: 12,790 tons
- Icebreaking: 2 meters thick at 3 knots
- Accommodations: up to 60 researchers and technical support staff

NERC notes this vessel will also feature the Autosub III, a highly advanced Autonomous Underwater Vehicle (AUV) with a maximum range of 400 kilometers while carrying a multibeam sonar system that builds up a 3D map of the ice above and the seabed below. The BAS notes this AUV can also measure the salinity, temperature, and oxygen concentrations in the sea water, parameters vital to understanding the flow of water within the ice cavity and the rate of melting.

Curtesy gCaptain

Recent Casualty Advices:

Gang Yun, 14 Nov 2015

Contact, Zhoushan to Guan, China.

Anemone, 13 Nov 2015

Engine Failure, From Chile to China

MSC Gemma, 11 Nov 2015

Contact, From/To S. American and N. European Ports

Takechio, 10 Nov 2015

Grounded, Macapa, Brazil to Manaus, Brazil

MSC Flavia, 9 Nov 2015

Heavy Weather Damage, Chinese Ports to USA Ports

Seaman Mirinae, 9 Nov 2015

Grounded, Ulsan, S. Korea to Xingang, China

Schillig, 6 Nov 2015

Grounded, Constantza to Casablanca

Flevoborg, 5 Nov 2015

Fire, Tallinn, Estonia to Tyne, UK

Huyou 8, 4 Nov 2015

Ingress of Water, Zhoushan and Yansha, China

Bienville, 4 Nov 2015

Grounded, Scandinavian & Baltic Ports to Goole, UK

Astrorunner, 3 Nov 2015

Machinery Failure, Rotterdam to St Petersburg.



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Closer to Home



Increased OW Bunker Arrest Claims in Australia

In a decision delivered on 11 September 2015, the Federal Court of Australia has upheld the arrest of the “*Sam Hawk*” in respect of a claim for a foreign maritime lien arising from the supply of bunkers to the vessel.

This decision is significant because it reverses the prior law in Australia and paves the way for the recognition and enforcement in Australia of foreign maritime liens, even where such liens do not exist independently under Australian law.

The practical effect of this decision is that the claims in respect of which vessels can be arrested in Australia has now expanded significantly, meaning that Australia is an even more arrest and enforcement-friendly jurisdiction.

Following the decision, we have seen a small surge in arrest actions relating to outstanding OW Bunker claims. The arrests appear to be based on two main arguments:

1. the bunker supply contract was made with Owners or Owners ratified the contract at the time of supply
2. the bunker supply contract provided for a foreign maritime lien, which, following the “*Sam Hawk*”, will now be recognised under Australian law.

In Australia, an arrest and demand for security will be upheld where there is at least a reasonably arguable case. When facing an arrest, it is important to consider whether there are grounds to apply to set aside the arrest for failing to disclose a reasonably arguable cause of action.

In the above example, it would therefore be necessary to consider whether there is any support for the argument

that Owners are party to the bunker supply contract. This is a well-worn argument, both in Australia and internationally, and the answer will depend on the facts of the case. If there is little or nothing to establish this argument, then the arrest may be able to be set aside.

In the above example, it would also be necessary to consider as a threshold question whether it is reasonably arguable that any purported foreign maritime lien actually exists.

If, according to the law which governs the foreign maritime lien, no such lien would arise in the particular circumstances of the bunker supply, then there would be no foreign maritime lien to be recognised in Australia. As a result, it may be possible to apply to have the arrest set aside.

If there are arguable grounds for the arrest action, then vessel interests must still take care in providing security, in order to ensure that they preserve:

- any rights to seek substitute and/or cross-security from other parties in the charter chain – which may require (disponent) Owners to demand Charterers to provide security first
- any rights in respect of claims arising as a result of any delay by the party responsible to provide security
- jurisdictional rights relating to any claim for indemnity – e.g. if at all possible, it is preferable if the question of liability under the bunker supply contract is determined in the same jurisdiction as any question of ultimate liability under the Charterparty.

Courtesy Nathan Cecil, Partner, Holding Redlich



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November 20 - MMIF Xmas Lunch

Event: MMIF Annual Christmas Lunch
Date & Time: Friday, 20 November. 2015, 1200 hrs
Location: RACV Club
Cost: Members \$90, Non-Members \$130
RSVP: Simon Farmer, QBE
T: 03 9246 2702 / E: simon.farmer@qbe.com

RSVP: Alexandra Evered, Mon. 22 February, 2016
T: 03 5424 1224 / E: alex@baysideshipping.com

November 25 - CoMMA Meeting

Event: CoMMA Branch Xmas Function
Date & Time: Wednesday 25 November 2015, 6 for 6.30 pm
Location: CQ Functions, CQuisine Restaurant
113 Queen Street, Melbourne VIC 3000
Cost: \$55 (3 Courses + Drink on arrival, other drinks at bar prices)! Fabulous Prizes on Offer!!
RSVP: Alexandra Evered, Mon. 23 November, 2015
T: 03 5424 1224 / E: alex@baysideshipping.com

March 30 - CoMMA Meeting

Event: CoMMA Branch AGM & General Meeting
Date & Time: Wednesday 30 March 2016, 6 for 6.30 pm
Speaker: Bilal Ali Khan, ANL,
The Container Trade in Australia
Location: CQ Functions, CQuisine Restaurant
113 Queen Street, Melbourne VIC 3000
Cost: Members \$40, Non-Members \$50
RSVP: Alexandra Evered, Mon. 28 March, 2016
T: 03 5424 1224 / E: alex@baysideshipping.com

December 11 - MLAANZ Xmas Lunch

Event: MLAANZ Victorian Branch Xmas Function
Date & Time: Friday 11 December 2015, 12 pm
Location: Mr Mason, 530 Collins St, Melbourne
Cost Inc GST: \$80 (3 Courses Including Drinks)
RSVP: Alexandra Evered, Friday, 4 December, 2015
T: 03 5424 1224 / E: alex@baysideshipping.com

April 27 - CoMMA Meeting

May 25 - CoMMA Meeting

June 29 - CoMMA Meeting

July 27 - CoMMA Meeting

August 31 - CoMMA Meeting

September 28 - CoMMA Meeting

October 26 - CoMMA Meeting

February 24 - CoMMA Meeting

Event: CoMMA Branch Meeting
Date & Time: Wednesday 24 February 2016, 6 for 6.30 pm
Speaker: Glen Colaco, Port of Melbourne Corporation
Location: CQ Functions, CQuisine Restaurant
113 Queen Street, Melbourne VIC 3000
Cost: Members \$40, Non-Members \$50

November 30 - CoMMA End of Year Function (Date TBC)

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:

email alex@baysideshipping.com

phone 03 5424 1224



Disclaimer

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On Line Payments

Just a reminder, we do accept EFT payments for yearly subscriptions and Branch Meetings. Our banking details are:

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