

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 - 30 September**
1800 hrs Wednesday 30 September 2015
Tim Ryan - Mcllwraith McEacharn Limited
- **Melbourne Branch Meeting - 28 October**
1800 hrs Wednesday 28 October 2015
Andrew Cummings, The Chemical Trade in Australia
- **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
- Branch News / Roundup
- Merchant Navy Day Commemoration
- Members' Lounge
- Speaker Summary
- Shipping Australia Speaks Out for Crew
- 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

Raising Funds has its Snags

A while ago a friend asked me to assist at a sausage sizzle. It was for a good cause so I was happy to oblige. I arrived at our local Bunnings car park at 0800 and found that everything was already set up and that I had been given the job of cooking the sausages. This was a task that I felt was well within my capabilities but as it turned out I was more than pleased when my shift came to an end.

The problem was that it was a wet day and so an additional awning and screens had been rigged to prevent the rain falling on the barbecue. The result was that I was cooking in a rather confined space with little air circulation. After an hour or so the smell of the fat coming out of the sausages started to get to me. The smell doesn't just get into your nose it gets into your hair, skin and clothing. Normally I love a sausage in a roll but this was a case of too much of a good thing.

Fortunately as a branch we do not have to rely on sausage sizzles to raise funds. We receive a sponsorship from the Victorian Regional Channels Authority and I would like to take this opportunity to again thank Capt. Dilip Abraham and VRCA for their generous support. It is greatly appreciated.

The Federal Court has also had a boost to their finances. The Congress held at the AMC in April returned a profit of \$8,132 which was more than expected.

The Federal Court has made a submission to the Senate inquiry into the "Increasing use of so-called Flag of Convenience shipping in Australia". The submission was written by Capt. David Holmes of the South Australian



Branch with some additional comments by the Federal Secretary. The submission was comprehensive and covered all the matters raised in the Terms of Reference. The next edition of the "Master Mariner" will contain a report on the submission.

Another group also calling for submissions is the Select Committee of the Victorian Legislative Council which is inquiring into the proposed lease of the Port of Melbourne. This inquiry is mainly concerned with the commercial ramifications of the lease and so does not directly affect us as an organisation.

The Federal Master and Federal Secretary have both been overseas during the past couple of months which has resulted in a number of administrative matters including the ratification of new members not being processed. It is expected that these matters will be attended to this month. A Federal Court meeting is scheduled for September so I hope to be able to pass on some news of Federal matters in the next edition of the LOG



Corio Bay, Photo Courtesy VRCA



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Branch News / Roundup



Readings & Applications

New applications include:

- **Chanda Arukдика Makalanda, ORD, WA**
Chandi qualified as a Master in Fremantle, is a resident of Sri Lanka and is currently a pilot in Oman.
- **John Edward Prince, ORD, WA**
John is a Master in the off-shore industry on the NW Shelf.
- **Christopher Galton-Fenzi, ASS, WA**
Christopher is a Master under 35m and currently works as a Master on a Kimberly coast chapter vessel.
- **Malcolm Ramsay, ORD, WA**
Malcolm is a Chief Officer on a FPSO off the NW Shelf.
- **Daniel Frederick Orchard, ORD, SYD**
Daniel is a Master with Maersk Offshore Services in Geelong and Dampier.
- **Roland TB Fonseca, ORD, Melbourne**
Roland is a VTS Operations Office with the Port of Melbourne Corporation.

Applications Ratified on 16 September, 2105

- Andrew Hogan, ASS, WA
- Sheldon Rodrigues. ORD. Melbourne
- Simon Gamboni, ASS, Melbourne
- Michael Desa, ORD, WA
- Mohd Rahman, ASS, QLD
- Lawrence Crisp, ORD, QLD
- Anurodh Prasad, ORD, SYD

- Philip Ginzler, ORD, SYD
- Raul Pereira, ORD, WA
- Ian Shea, ORD. Federal

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

Application Fees

In line with a decision made by the directors at the last Federal AGM, application fees for new members will be increased to A\$130 as of the 1st September, 2015.

End of Year Function

The Branch Court is currently in the process of reviewing costings and venues for our end of year “wrap up”. We hope to have this finalised shortly. So, please watch this space for further updates.



Attendees at the Merchant Navy Day Commemoration



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Merchant Navy Day Commemoration



navy vessels were requisitioned to assist – to run blockades; to patrol the coast; to carry stores, provisions and replenishments; to act as hospital ships and troop carriers. Over 700 merchant seamen have lost their lives during the wars, and countless ships lost.

The Company of Master Mariners was represented by Capt Ian French (the Branch Master) and myself.

Today we commemorate those brave seafarers and recognise the enormous contribution the Merchant Marine has made to the economic development and security of the nation. We are deeply dependent on modern day merchant seafarers who are responsible for 95% of the world's trade, including half the food we eat.

Kindly written by Capt. Francis Castellino

Speeches:

The Merchant Navy RSL have kindly given us permission to reproduce their speeches for our Member's reading:

By Paul Lacey, Honorary Secretary and Treasurer, Merchant Navy RSL Sub Branch:

It is well known that merchant ships are a prime target for destruction in wartime. Merchant ship casualties of enemy action in World War II in Australian and Territorial waters were centred around Darwin in the 1942 bombings, around New Guinea and the islands, and by far the greatest concentration around the New South Wales coastline.

Most of the merchant seamen pursuing the normal course of their livelihood had no training for war. Overall, 30 merchant ships were lost by enemy attack in Australian waters. The Department of Repatriation in 1989 found that 5% of Australian merchant seamen had died. The report notes that there was no definitive source of statistics about



Captain Ian French

The merchant navy is usually associated with rum, sodomy and the lash with a few floozies thrown into the mix. But there is a serious side to it as well, where the men and women of the high seas have proven to be built with character – responsible, brave and honourable too.

Merchant Navy Day is celebrated on 3 September each year, to honour the brave men and women of the merchant navy who without any training or resources, were conscripted to defend their nations during both the World Wars. In Melbourne the commemoration took place at the Shrine of Remembrance, attended mainly by members of the RSL Merchant Navy Branch. How humbling it was, to meet with the seafarers and descendants of seafarers who had sailed on merchant vessels actively engaged in war zones. They were from many different and probably opposing countries but now had come together for just one common purpose – they were there to remember and honour their shipmates and colleagues. Commencing at 1400, the ceremony was simple but solemn, when we remembered the several battles where Australian merchant



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Merchant Navy Day Commemoration Cont...



Australian merchant mariners killed in the war, but that the Australian War Memorial in Canberra had compiled a list of at least 520 Australian merchant mariners who had died.

Australian seamen joined British, Norwegian, Dutch, American and other countries' shipping lines and were present in the Mediterranean and North Atlantic convoys, as well as in home waters and the Pacific Islands.

Australian merchant seamen were among the first Australians captured by enemy forces during the Second World War. On this day, we commemorate International Merchant Navy Day, after a somewhat confusing beginning with early emphasis placed on titles such as: Mercantile Marine, Merchant Marine, Sea Service or Merchant Service; and by which the whole had previously been known around the world. Because of wartime secrecy, and because it had no institutional structure, as the armed forces did, and perhaps also because of derogatory attitudes to merchant seamen in the community, the merchant navy's role and losses were not so much forgotten as never really recognised. Today we are reminded of their courage and bravery and trust that future generations will join us in honouring the memory of those seamen who did not return from the sea.

By Ken Shewan, President of the Merchant Navy RSL Sub Branch.

I welcome you here today as we pay tribute to current and former members of the Merchant Navy. The sacrifice by men and women in the Merchant Service during WWII was brought home to me last month when I visited Hellfire Pass on the notorious Thai Burma Railway. The cemetery at Kanchanaburi is the final resting place for many of those who died during the construction of the railway. There is only one British Sailor interred there. James Joseph

Towers who served as a Deck Boy.

How did he come to be there 200 kms from the sea?

James Towers had joined the Merchant Navy in 1941 and served in the *FRANCONIA* on various trooping voyages. He then transferred to the *EMPRESS OF ASIA* which was destined to carry troops to Singapore. Before the ship got to Singapore she was caught by Japanese aircraft who bombed her, causing major fires and eventually she sank on 5th. February 1942. James Towers managed to get off the sinking ship, possibly on *HMAS YARRA* which under the command of Lt. Cdr W.H. Harrington RAN, went alongside the burning liner and took off over a thousand people and delivered them to Singapore. Alas the freedom was short lived as the Japanese invaded and occupied Singapore shortly after. I can only assume that James Towers was transferred to work on the railway. Which he did for the next fourteen months. The tragedy is that when he died on 13th. June 1943 he was 19 years old. Should you or your family visit the cemetery his grave is located at Row 8 number 4. This is just one example of the sacrifice of men and women of the Merchant Navy.

In closing I would say that as we commemorate the Centenary of the Gallipoli Landings it was on Merchant Ships that the majority of troops travelled to the Middle East. One day merchant navy men and women and I include women as many of the interstate ships had stewardesses were serving on the *SS BALLARAT* an inter-coastal passenger ship. Next day they were on *HMAT BALLARAT* which had been requisitioned by the Australian government to act as a troopship. I have had to remind the Federal Minister of Veterans Affairs of the contribution of the Merchant Navy in WWI.



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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

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Good for a Chuckle

Nelson at Trafalgar in 2015

Nelson: "Order the signal, Hardy."

Hardy: "Aye, aye sir."

Nelson: "Hold on, this isn't what I dictated to Flags. What's the meaning of this?"

Hardy: "Sorry sir?"

Nelson (reading aloud): "England expects every person to do his or her duty, regardless of race, gender, sexual orientation, religious persuasion or disability." - What gobbledegook is this for God's sake?"

Hardy: "Admiralty policy, I'm afraid, sir. We're an equal opportunities employer now. We had the devil's own job getting "England" past the censors, lest it be considered racist."

Nelson: "Gadzooks, Hardy. Hand me my pipe and tobacco."

Hardy: "Sorry sir. All naval vessels have now been designated smoke-free working environments."

Nelson: "In that case, break open the rum ration. Let us splice the main brace to steel the men before battle."

Hardy: "The rum ration has been abolished, Admiral. It's part of the Government's policy on binge drinking."

Nelson: "Damn it man! We are on the eve of the greatest sea battle in history. We must advance with all dispatch. Report from the crow's nest, please."

Hardy: "That won't be possible, sir."

Nelson: "What?"

Hardy: "Health and Safety have closed the crow's nest, sir. No harness; and they said that rope ladders don't meet regulations. They won't let anyone up there until proper scaffolding can be erected."

Nelson: "Then get me the ship's carpenter without delay, Hardy."

Hardy: "He's busy knocking up a wheelchair access to the foredeck Admiral."

Nelson: "Wheelchair access? I've never heard anything so absurd."

Hardy: "Health and safety again, sir. We have to provide a barrier-free environment for the differently abled."

Nelson: "Differently abled? I've only one arm and one eye and I refuse even to hear mention of the word. I didn't rise to the rank of admiral by playing the disability card."

Hardy: "Actually, sir, you did. The Royal Navy is under-represented in the areas of visual impairment and limb deficiency."



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Good for a Chuckle Cont...

Nelson: "I've never heard such infamy. Break out the cannon and tell the men to stand by to engage the enemy."

Hardy: "The men are a bit worried about shooting at anyone, Admiral."

Nelson: "What? This is mutiny!"

Hardy: "It's not that, sir. It's just that they're afraid of being charged with murder if they actually kill anyone. There are a couple of legal-aid lawyers on board, watching everyone like hawks."

Nelson: "Then how are we to sink the Frenchies and the Spanish?"

Hardy: "Actually, sir, we're not."

Nelson: "We're not?"

Hardy: "No, sir. The French and the Spanish are our European partners now. According to the Common Fisheries Policy, we shouldn't even be in this stretch of water. We could get hit with a claim for compensation."

Nelson: "But you must hate a Frenchman as you hate the devil."

Hardy: "I wouldn't let the ship's diversity coordinator hear you saying that sir. You'll be up on disciplinary report."

Nelson: "You must consider every man an enemy, who speaks ill of your King."

Hardy: "Not any more, sir. We must be inclusive in this multicultural age. Now put on your Kevlar vest; it's the rules. It could save your life"

Nelson: "Don't tell me - Health and Safety. Whatever happened to rum, sodomy and the lash?"

Hardy: As I explained, sir, rum is off the menu! And there's a ban on corporal punishment."

Nelson: "What about sodomy?"

Hardy: "I believe that is now legal, sir."

Nelson: "In that case Kiss me, Hardy."

A husband and wife are on the 9th green when suddenly she collapses from a heart attack! "Help me dear," she groans to her husband.

The husband calls 911 on his cell phone, talks for a few minutes, picks up his putter and lines up his putt. His wife raises her head off the green and stares at him.

"I'm dying here and you're putting?" "Don't worry dear," says the husband calmly, "they found a doctor on the second hole and he's coming to help you.

"Well, how long will it take for him to get here?" she asks feebly.

"No time at all," says her husband. "Everybody's already agreed to let him play through."

A gushy reporter told Phil Mickelson, "You are spectacular, your name is synonymous with the game of golf. You really know your way around the course. What's your secret?"

Mickelson replied, "The holes are numbered."

Many thanks to Detlef Koepke and Francis Castellino for their contributions.



Speaker Summary



For August meeting we were delighted to welcome Capt. Dick Francis who gave us an update on the progress of the Steam Tug *Wattle*.

Bay Steamers Maritime Museum is a volunteer organisation that restores the Steam Tug *Wattle*. The vessel is one of only a few steamers still surviving in Australian waters. She has a colourful history and is an extremely important part of Australian heritage.

The 25-metre S.T. *Wattle* was built at Cockatoo Dock in Sydney in 1933-1934 to keep the dockyard workers employed during the Great Depression. She weighs 130 tonnes and boasts one of only three remaining examples of marine steam reciprocating engines in Australia.

She was a Navy tug on Sydney Harbour for thirty years and after being de-commissioned in 1962 the *Wattle* was purchased by a maritime heritage group that went on to found Sydney Heritage Fleet.

In 1979 she was donated to the Victorian Steam Ship company as a tourist venture. For thirty years *Wattle* took school children and day trippers out on Port Phillip to experience maritime heritage and life from a by gone age.

In 2003, it was recognised that the *Wattle* needed major restoration to stay in survey.

A company of businessmen, Sorrento Steam, came to the rescue taking over financial responsibility allowing volunteers from Bay Steamers Maritime Museum to carry out the restoration.

They are refurbishing the machinery, refreshing the woodwork, renovating the hull plates and restoring the grand old lady to her former glory so she can continue steaming for decades to come.



The *Wattle*, 2010



The *Wattle*, 2009



The *Wattle*, 2013



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Speaker Summary Cont...



The dedicated group of volunteers has researched the history of the vessel, documented the associated heritage collection and raised awareness of heritage vessels as part of the larger maritime heritage movement in Victoria.



The Wattle, 2015

After a number of years of hard work and dedication The *Wattle* will be launched into the River Yarra on 30 September, 2015.

Two Sergi Cranes (1 x 350, 1x450 tonnes) will pick up the *Wattle* from its present location at 19 South Wharf and load her onto a special low loader. From there the *Wattle* will be slowly moved 500 metres west under the Bolte Bridge to 24 South Wharf where the cranes will be re assembled and then lower the ship into the river. This event is likely to last all day as moving a 132 tonne ship is no easy matter.

The return to water does not mean that the *Wattle* is ready to return to service. The hull has been restored with all corroded under waterline frames and plates replaced, and other things such as the boiler, propeller, shafts, valves,

gratings, pumps, condenser and wheelhouse have also been refurbished.

However another few months of further work is required to bring various steel and wood deck fittings into service as well as a range of instruments, electrics and safety items.

In the meantime, for a temporary period, the *Wattle* will be moored at 24 South Wharf (just on the western side of the Bolte Bridge) and our works facilities will be at the western end of the old BHP shed on the eastern side of the bridge.



The Volunteers 2015

Members and friends of CoMMA are most welcome to come and visit the *Wattle* in her new location on any Saturday whilst she continue to undergo the final stages of her restoration.

For more information please contact:

Tony Lewis, Chairman
0410 471 819 / ailston@primus.com.au

Dick Francis, Secretary
0413 797 791 / wendick@hotmail.com



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Shipping Australia Speaks Out for Crew



On 14 September, 2015 Shipping Australia released the following Media Statement:

“Shipping Australia Limited members strongly condemn the actions of unscrupulous ship operators who act with no regard to crew welfare.

Responding to an ITF report of crew abuse in bulk carrier C. Summit visiting MacKay, Shipping Australia CEO Rod Nairn, representing the majority of international shipping companies operating in Australia said, “Our members absolutely condemn the operations of these rogue ship operators who should be prosecuted to the full extent of the law. They are not welcome in Australia.

“With nearly four thousand different ships visiting Australia each year, you do occasionally come across one of these cases, but fortunately they are few and far between.”

Commenting on the attempt by the ITF’s Mr Crumlin to link this case to the proposed amendments to Australia’s coastal shipping legislation, Mr Nairn said “This is just wrong, wrong in fact and wrong in principle. It makes the ITF look like a political party, rather than a supporter of workers’ rights.”

It appears that Mr Crumlin is using this distressing incident to mislead the public and promote his own political agenda. The ITF generally does an excellent job in looking out for crew welfare and we fully support them on this, but showing their hand in Australia’s domestic politics damages their credibility and independence.

The proposed shipping legislation amendments will require any ship wishing to operate around Australia’s coast to be licensed by the Australian Government. This means that their record of compliance with crew welfare, ship safety

and environmental standards will be checked, and there will be more opportunities for them to be subject to Australia’s stringent Port State inspections when operating on the coast.

The proposed amendments under the Shipping Legislation Amendment Bill 2015 will actually help to exclude unscrupulous ship operators from Australia’s waters, as they would not dare to apply for a licence and increase their risk of being caught out.”

Our readers will not be surprised to learn that the ITF / MUA disagree with the comments made by Mr Nairn. This latest Media Statement from SAL will no doubt prompt further comments from the MUA.

In June this year, the MUA requested Mr Nairn retract certain comments he made regarding the ITF’s motives in attempting to draw a link between the deaths occurring on the *Sage Sagittarius* in 2012 and, so called, Flag of Convenience vessels. Mr Nairn apparently said “They are drawing a long bow to connect it to cabotage.”

“This is clearly a delaying tactic put together by the Maritime Union and the Labor Party, designed at delaying any changes to coastal shipping regulations by referring a potentially unrelated shipping matter to a senate inquiry with a reporting date of 2016.”

As it stands, 17 submissions on the Increasing use of so-called Flag of Convenience shipping in Australia have been made to the Committees on Rural and Regional Affairs and Transport. The closing date was 21 September 2015 and the reporting date is the first day of sitting 2016.



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Around the World



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

An Update

Except Huisheng Terminal, other Tianjin terminals are gradually resuming operations (except dangerous goods operation).

Cosco Pacific Five Continents International Container Terminal resumed operating (except dangerous goods operation) from the morning of 13 August 2015.

Euroasia International Container Terminal is partially opened after 16:00hrs (local time) 18 August 2015. Except the following container yards, others in Tianjin port have resumed operation (fully or partially):

- 1) Keyun Yard
- 2) Daya Yard
- 3) Jinfeng Yard
- 4) Jinshi Minmetal Yard
- 5) Binhai Boda Yard
- 6) Binhai Cosco Yard
- 7) Malun No. 1 Yard

It is reported that car carriers are now deviating to JingTang Port, Tangshan, Hebei (about 160KM from Tianjin Port) for discharging. Other vessels enter to and exit from Tianjin port as normal.

It is said that the on-site survey might be allowed after 20 August 2015.

However, even if this is the case in certain areas, it is expected that there will be severe restrictions and no surveys being undertaken in the core area due to the chemical pollution.

Latest Casualty Advices:

MSC Manu, 25 Sep 2015

Grounding, Antwerp to Tilbury

Chilean Reefer, 23 Sep 2015

Collision, Dalian, China to Busan, South Korea

Victoria, 19 Sep 2015

Grounding, Rostock, Germany to Conakry, Republic of Guinea

Han Hong, 14 Sep 2015

Engine Failure, Kuantan, Malaysia Laem Chabang, Thailand Singapore Kolkata, India

Cape Moreton, 12 Sep 2015

Fire, Trading between Far East Asean Ports

El Condor Pas, 9 Sep 2015

Grounded, Vigeroe / Lindo Denmark to Samsun, Turkey

Barzan, 7 Sep 2015

Fire, To / From Far East Ports to Europe Ports

Horizon Spirit, 6 Sep 2015

Machinery Failure, USA west coast ports to Honolulu, Hawaii (USA).

Cape Elise, 03 Sep 2015

Machinery Failure, Yuzhny and Odessa to Zhoushan and Jaingyin, China

Svetolava, 3 Sep 2015

Grounded, Rostov to Azov



Closer to Home



AMSA Bans Vessel from Australian Waters for Three Months, 21 September 2015

The *Noah Satu*

On the 21 September, 2015, the Australian Maritime Safety Authority issued the following press release:

“The Australian Maritime Safety Authority (AMSA) has banned an Indonesian flagged general cargo ship from entering or using any port in Australia for three months.

Noah Satu (IMO9313620) has been issued with a direction not to enter or use any port in Australia for three months after being detained by AMSA four times since August 2013.

The ban will remain in place until 16 December 2015.

The most recent detention was on 14 September 2015 at Port Alma, Queensland.

Noah Satu is owned by PT Anugerah Samudra Indomakur and operated by PT Adnyana. Both companies are based in Indonesia.

The four detentions identified serious and repetitive failings in the vessel’s operations and maintenance to ensure compliance with the Safety of Life at Sea Convention and the International Convention for the Prevention of Pollution from Ships

AMSA’s inspections identified deficiencies in relation to Noah Satu that included

- incorrect navigational charts;
- expired or unmaintained safety equipment;
- failing to undertake enclosed space entry drills;

- unapproved machinery configurations;
- records of hours of work and rest;
- inadequate food;
- inappropriate passage planning;
- recording of oil and garbage management; and
- repeated failure to comply with mandatory reporting requirements while transiting through the Great Barrier Reef area.

The shipboard safety management system was found to be inadequate to manage compliance with these mandatory rules and to ensure the ship was capable of responding to emergency situations.

AMSA Chief Executive Officer, Mick Kinley, said Australia is a signatory to the International Maritime Organization and International Labour Organization conventions and AMSA takes its responsibilities seriously to ensure compliance with all international safety conventions.

“The unsafe operation of vessels poses an unacceptable risk to seafarers and the environment and AMSA treats any breaches of international shipping standards very seriously,” Mr Kinley said.

“Ships that continually demonstrate non-compliance with Australian standards are not welcome in Australian waters.”

This is the fifth vessel to be banned from Australian ports under the Navigation Act 2012 which came into effect in July 2013.”

For more information please visit www.amsa.gov.au



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September 30 - CoMMA Meeting

Event: CoMMA Branch Meeting
Date & Time: Wednesday 30 September 2015, 6 for 6.30 pm
Speaker: Tim Ryan, McIlwraith MaEacharn
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: The Atrium, Flemington Racecourse, Melbourne
Cost Inc GST: \$130
RSVP: David Dwyer
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, Deodorations 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

October 28 - CoMMA Meeting

Event: CoMMA Branch Meeting
Date & Time: Wednesday 28 October 2015, 6 for 6.30 pm
Speaker: Andrew Cummings, The Chemical Trade in Australia
Location: CQ Functions, CQusine Restaurant
113 Queen Street, Melbourne VIC 3000
Cost Inc GST: Members \$40, Non-Members \$50
RSVP: Alexandra Evered, Mon. 26 October, 2015
T: 03 5424 1224 / E: alex@baysideshipping.com

November - CoMMA Meeting

Event: CoMMA Branch Meeting & Xmas Party
Date & Time: TBC
Location: TBC
Cost Inc GST: TBC
RSVP: Alexandra Evered, Mon. 26 October, 2015
T: 03 5424 1224 / E: alex@baysideshipping.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:

email alex@baysideshipping.com

phone 03 5424 1224



Disclaimer

The information contained in this publication is for general guidance only on matters considered to be of interest to our readers. Whilst we do attempt to obtain our information from reliable sources, we have not investigated the accuracy of the information reproduced herein.

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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:

- Name The Company of Master Mariners of Australia Limited
- BSB 063 141
- A/C 1042 1609
- Bank CBA

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