

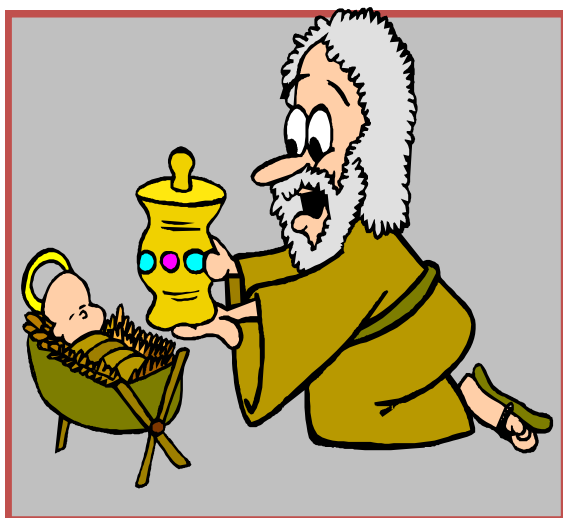
The LOG

NOVEMBER 2012



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Company of Master Mariners of Australia Ltd

Master

Her Excellency Ms Quentin Bryce - Governor General



Branch Masters Report



Branch Master's report for the Log

Greetings members.

We held our last court meeting for the year at the end of October, however matters relating to the constitutional changes will continue to be progressed over the Christmas period in order to have something for members by January and to have everything finalised by the AGM in April.

A draft of the proposed changes has been received and distributed to court members for a first look. These were discussed at a federal Court meeting held on Friday, November 9, but unfortunately I was in a seminar and we were unable to link up with the others by telephone on this occasion. We will await the minutes to see how it went.

One item of note that appeared alongside the constitutional changes was a proposal to centralise and streamline all subscription fees from 2013. As you know, the current mandate I have from Melbourne members is to vote for the constitutional changes to abolish the federal executive and let the next Federal Court (which will consist of branch masters) look at any significant changes to CoMMA's structure (you may recall that all of the Federal Executive members wish to step down at the next AGM).

I invite further feedback from Melbourne members before our next court meeting on what you think about the subscription idea being proposed at this time.

The dates for the 2nd Master mariners Congress 2013 have been changed to 16th – 19th April, but it remains at the Rialto Intercontinental. A program is currently being put together by Informa, but a number of quality speakers have already agreed to present: Gurpreet Singhotia, deputy director/head of operations safety, Maritime Safety Division, IMO; Capt John Dickie, secretary general, IFSMA; Capt Hans Hederström, managing director & principal architect, Centre for Simulator Maritime Training, CSMART, The Netherlands.

Also, following a meeting I had with him last week in Sydney during an IALA risk management seminar, we were given provisional approval for Gary Prosser, Secretary General of IALA (and an Australian) to attend and speak at the congress.

This congress is shaping up to be a serious date on the conference calendar and will help cement CoMMA's relevance and contribution to the industry.

We're right on RSVP deadline for the Christmas party and Joanna reports that so far there are more IMarEST members attending than CoMMA. IMarEST have more than doubled their members this year and I urge all you CoMMA members to turn the tide and put your name down asap.

Joanna has been working extremely hard on her plans to transform the Mission courtyard and has collected over \$600 worth of raffle and other prizes, so the chances of going home with something nice is pretty high. Among the prizes are Christmas goodies, great restaurant vouchers, a case of wine, a Christmas hamper and trips on a variety of different passenger vessels – you'll have to be there to find out what!

Looking forward to seeing you there and seeing the year out with good food, fun and company.

Finally, this is Dick's last Log. Thanks Dick for all the hours you have put in, enjoy your retirement!!

Do feel free to come to me with any thoughts, ideas or feedback you have on any CoMMA issues and if I don't see you at the Christmas party, many happy returns for the festive season.



BRANCH COURT MEETING 31st October 2012.

Six Court members were in attendance with six apologies
 Minutes of the previous meeting were read and accepted.

Matters arising

Proposed Propeller Club. No further progress to report.

Readings & Applications

Robert Francis McMahon	-	Associate member Sydney.
Michael Eric Lagesse	-	Ordinary member W.A.
James Harrop	-	Ordinary member W.A.

Upcoming Events

28th November Combined CoMMA & IMAREST Christmas Party at the Mission to Seafarers. Last branch meeting for the year.

2013

16th/17th April IFSMA Conference Melbourne. Date change to be confirmed
 17th/19th April CoMMA Congress Melbourne which is to include the Boulton Lecture
 Date change to be confirmed.
 19th April CoMMA Annual General Meeting– Melbourne. Date change to be confirmed.

Seafarers Service

The service and subsequent Tim Muir Lunch were a great success. The Branches contribution was \$265 for postage.

Correspondence

Nil

Membership

Life	03
Honorary	01
Retired	37
Ordinary	67
<u>Associate</u>	<u>15</u>
<u>Total</u>	<u>123</u>

Treasurers Report. Capt Ian French advised that the two term deposits mature on November 19th and questioned the need to keep the two funds separate, as a better interest rate could be achieved by combining them. It was agreed that the Longmore Fund had not been used for 15 years and was too small to be used as it had been originally. The Court voted to combine the two funds and reinvest in a new term deposit and to absorb the Longmore bequest into company funds. Subscriptions will be kept at the current rate for 2013.

Branch Masters Report. Capt David Shennan announced that the Port of Melbourne Corporation have agreed to be the primary sponsor for the CoMMA Congress next year to the value of \$16,000. A clash of dates with the Spilcon Conference in Cairns has seen Informa push the CoMMA Congress back a week although the new dates are yet to be confirmed. Constitutional changes. The Federal Master has reconfirmed that he is working on the constitutional amendments. The Branch Master hopes that they do not run out of time as the national AGM is to be held as part of the congress in April.

The Melbourne Log. Joanna Carson will take over editing the Log after this November issue. However, the role will be relinquished to a Master Mariner as soon as one expresses an interest in taking it over.

The Boulton Lecture. A speaker and a topic are required for this lecture which will coincide with the conference but no suggestions were made at this meeting.

Member Contact Database. Capt Nigel Porteous suggested creating a database of members, their occupation and contact details, so fellow members could call on them if needed. He said that he had no idea what many of the members did and therefore couldn't use their services. A discussion was held over the privacy issues and it was decided that this would have to be created from scratch with all members wishing to be on the database opting on to it. The membership database could not be used as a basis. It was proposed that this database be available through the Log and it was also suggested that a small fee e.g. \$5 or \$10 could apply to those wanting to go on it, although charging a fee was also questioned. Members are asked for feedback on the concept.

Christmas Function. Joanna Carson reported on preparations for the Christmas Party, to be held at the Mission to Seafarers. Tickets have been set at \$60 for members/partners and \$65 non-members. This will include a three course meal, welcome drinks, tea and coffee and Christmas Cake. A band has been booked and quality caterers hired, with tab-nabs, sit down buffet main, finger desserts. The event should break even if we can attract around 50 people. The flier which has been circulated several times to CoMMA members will be sent to MLAANZ and other potentially interested parties whilst Mission supporters will also be invited. The Court is finding sponsors for the Raffle Prizes which total \$600—\$800. The hope is that this party will become a bit of an institution, with CoMMA getting the credit for hosting it, but everybody in the industry keen to attend. If this is achieved, the ticket cost for non-members can be increased again. It was kept low this year as getting good numbers was a critical factor. All members are urged to attend and to invite others to attend to make this event a success both for members and The Mission.

Next Court Meeting . Will be February 27th 2013 unless it is decided that one is required earlier.

The Court Meeting closed at 1800 hours.



Australian Port of Hastings to expand with massive government funding

AUSTRALIA's Port of Hastings in Victoria is expected to receive sizeable government funding to nearly quadruple cargo-handling capacity. According to the port's development agency the government has committed to the project, reports Hoist magazine from Australia. It said media reports put development costs at an estimated A\$12 billion (US\$12.2 billion), including the construction of transportation links. The Port of Hastings Development Agency said the government of Victoria is 'committed' to expanding the port's capabilities to accommodate handling of the 8 million TEU throughput that the port is anticipated to handle by 2035.

The government owned development agency, which was established in 2010, has begun work on early assessment and planning reports for the project. The Australian Ports Minister Denis Napthine was quoted as saying: "The government is proceeding as planned, exactly on track, with the plans to develop Hastings as a new container port for Melbourne and Victoria. Any suggestion to the contrary is simply wrong." Source : Asian Shipper (c)

Trawlers massive catch of stupidity

Opinion by Walter Starck 18th September 2012.

Australia has the third largest fisheries zone in the world and the lowest harvest rate, at only about 3% of the global average. We import 70% of the seafood we eat, all of it from resources far more heavily impacted than our own. This is unconscionable. We pay for it by selling off non-renewable mineral resources and call it sustainable management. This is moronic.

We waffle on about the imagined "impact" of fisheries, when they have the lowest impact of any means of food production and whatever we do not get from the sea must come from the land with much greater impact on nature.

We obsess over "threatened" species, when fisheries have never exterminated even a single species of marine fish or invertebrates. We fret over maintaining "biodiversity" when there is no evidence of any reduction in biodiversity anywhere in Australian waters.

The jack mackerel which the super trawler "Abel Tasman" would be fishing are a small fast growing species which feeds on plankton low on the food chain. The 18,000 tonne quota available for the trawler comes to only about 5% of the estimated spawning biomass. The possibility of overfishing or of having any significant ecological detriment is effectively nil.

Jack mackerel are a mid-water species which form dense shoals. By catch of other species is negligible. The concern about catching seals, dolphins and birds when fishing a mid-water trawl can only be either complete ignorance or deliberate misinformation.

In recent years the jack mackerel catch in Australia has only been a few hundred tonnes per year, largely as a by product of other fisheries.

Over the past decade in New Zealand, the same species has provided an annual catch of between 32 to 47 thousand tonnes from a fishing zone only half as large as Australia's and only one seventh of the more productive shelf area.

The probability of Australian stocks being considerably larger than current estimates appears likely.

The super trawlers proposed fishing is an exploratory effort which, if permitted, would provide us with a much better assessment of the size and distribution of a significant potential resource.

Continued pandering to ill-informed Green demands may well lead to our under-utilised EEZ being opened to Asian fishing companies

HELGA'S DIARY ON A CRUISE SHIP.

DAY 1.

Dear Diary. All packed for the cruise ship --- all my nicest dresses, swimsuits and short sets. It is really, really exciting. Our local Red Hat chapter—The Late Bloomers—decided on this all-girls trip. It will be my first one and I cant wait.

DAY 2.

Dear Diary. Entire day at sea, beautiful. Saw whales and dolphins. Met the Captain today - - - seems like a very nice man.

DAY 3.

Dear Diary. At the pool today. Did some shuffleboard, hit golf balls off the deck. The Captain invited me to join him at his table for dinner. Felt honoured and had a wonderful time. He is very attractive and attentive.

DAY 4.

Dear Diary. Won \$800 in the ships casino. Captain asked me to have dinner with him in his own cabin. Had a scrumptious meal complete with caviar and champagne. He asked me to stay the night but I declined. Told him I could not be unfaithful to my husband.

DAY 5.

Dear Diary. Pool again today. Got sunburned and I went inside to drink at The Piano Bar, stayed there for the rest of the day. Captain saw me, bought me several drinks. Really is quite charming. Again asked me to visit his cabin for the night. Again I declined. He told me that if I did not let him have his way with me, he would sink the ship - - - I was really shocked.

DAY 6.

Dear Diary. Today I saved 2600 lives. Twice.



There is definitely somebody out there who would like to be Editor of the Melbourne Log.

Just give it a try and see how you go.

My work for the Maritime Museum of Victoria and Bay Steamers Maritime Museum take up just a bit too much time for me to cope with the Log as well.

However, I have enjoyed doing it and just hope the readers enjoyed it also.

Regards. Dick Francis.



Now that would spoil your day!



I knew they were wrong at that school.....

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Accident Investigation Reports

Fire on the main vehicle deck of a ro-ro passenger vessel

This joint report from the UK MAIB and the Bahamas Maritime Administration features a fire that broke out on the main vehicle deck of a 14,000 grt ro-ro passenger vessel. It highlights a number of issues relating to the safety of the ship, its crew, passengers, stevedores and fire and rescue service personnel.

Whilst on passage, a fire was detected on the main vehicle deck. The officer of the watch and duty engineer initially thought the alarm was due to a fault with the fire detection system, and the vehicle deck water drenching system was not started until 20 minutes later.

The fire developed in an unaccompanied curtain-sided refrigerated trailer that was carrying a load of potatoes. The trailer roof shielded the flames from the drenchers and the fire continued to burn. The trailers were tightly stowed; crew had great difficulty gaining access to the fire and were unable to extinguish it.

Unprotected cables and pipework running above the fire were soon damaged in the high temperatures that were

generated by the burning curtain-side and cargo packaging materials.

The vessel lost power to forward mooring deck winches and bow thrusters, and control of the rudders was disrupted. Loose cargo partially blocked the deck drains and drencher water caused the ship to list. Drenching was stopped while water drained to prevent further risk to the vessel's stability, but each time it was stopped, the fire grew in intensity.

With tugs standing by, the ship entered harbour and berthed alongside. The control circuits for the ro-ro hydraulics had been burnt out, but the engineers managed to bypass the system and were able to open the stern door. Few foot passengers were carried on the route and the ship never used a gangway. Although the port was able to provide a gangway, it was difficult for personnel to move through the tightly stowed vehicles on the upper vehicle deck to get from the gangway into the accommodation. It was decided that it was safer to leave the 62 passengers on board rather than risk

evacuating them by the gangway, lifeboat or marine evacuation system.

The local fire and rescue service (FRS) attempted to gain access to the seat of the fire, but struggled to get past the vehicles and make their way through the cargo debris. Firefighters, crew and stevedores worked together to contain the fire, unlash and remove undamaged trailers. Once a route through the main vehicle deck had been cleared the passengers were escorted off, nearly 20 hours after the fire had first been detected.

Subsequent investigation found that the fire was due to one of the ship's reefer cables being assembled incorrectly.

The purpose of this summary is to highlight certain human element issues arising from this incident; there are many other issues highlighted in this very comprehensive accident report. Those who are involved in the design, regulation, management and operation of ro-ro passenger vessels are strongly advised to read the whole report which identifies all the safety issues raised by the case, and can be downloaded from:

www.maib.gov.uk/cms_resources/CommodoreClipper_Compiled.pdf

Reports & Studies

Fatigue and performance in bridge and engine control room watchkeeping on a 6 on/6 off regime

P Maurie, P Corrigan, Bureau Veritas
M Barnett, D Gatfield, C Pekcan, G Clarke,
Warsash Maritime Academy

The HORIZON project is a European Framework 7 sponsored research project to investigate the effects of fatigue on the cognitive performance of marine watchkeepers using a range of simulators and under different watch patterns and conditions of workload. This paper describes the HORIZON project and illustrates some of the emerging results.

Downloadable from:
www.he-alert.org/documents/published/he01040.pdf

Internal Audit and Good Ship Management

Captain Andreas Togantzis
Shipmaster

Written in response to Issue 26 of **Alert**, Captain Togantzis argues that, while internal audit is an important part of the effectiveness of a Company's Safety Management System, it has been misunderstood both by ship and office personnel.

Downloadable from:
www.he-alert.org/documents/published/he01045.pdf

New Shipboard Technology and Training Provision for Seafarers

H Sampson & L Tang
Seafarers International Research Centre

This report is based upon a study funded by The Lloyd's Register Educational Trust (The LRET). The study was conducted at the Seafarers International Research Centre (SIRC) and its focus was upon new shipboard technology and training. The study was questionnaire based, and data from 1,007 completed questionnaires is presented within the report.

Downloadable from:
www.sirc.cf.ac.uk/SIRC_in_house.aspx

Alert!

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A MERRY CHRISTMAS AND A HAPPY AND PROSPEROUS NEW YEAR
TO ALL OUR READERS AND SPONSORS

