

The LOG

OCTOBER 2012



The next meeting will be on
Wednesday 31st October 2012
At CQ Functions 113 Queen St.
Melbourne 3000.

**Please note this is an evening
function starting at 1830 hrs**

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Our Guest Speaker is Maurie Hutchinson whose presentation will cover the emotive subject of "Tragedies at Sea"
Maurie has had a life long interest in things nautical particularly nautical history.

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

Hi members, it's getting closer to Christmas and busier every week. I do hope you all find time to come to our Christmas party, which is going to be a real rum do and also help support the Mission to Seafarers, so a great cause as well.

Thank you to all those who agreed to act as ushers in the Cathedral for Seafarers Sunday. By the time you're reading this, we will have had our rehearsal and be ready for the big day. Do come along if you have the time and if you have managed to secure one of the sought-after seats at the Tim Muir Lunch afterwards, I'll see you there.

Our last speaker, David Tilsley proved extremely popular with his talk on rogue waves, and generated a lot of debate and discussion about the phenomenon. We have had a lot of positive feedback about David's talk – and we have endeavoured to do more to ensure future speakers emulate his performance. He gave a very short, succinct talk and left a lot of time for comments and questions from the floor, which ensured everybody felt more involved. We will do more to encourage this style in the future.

For those who did not attend, David was a young sailor (now working for Lumley Insurance) who experienced a rogue wave event off South Africa and had been moved to learn more about the topic. What was particularly interesting was the complete lack of understanding of rogue waves on his ship – from the captain down. It was clear from the reaction of our members that this sort of knowledge used to be retained on board in the 'old days', but rapid progression these days sees a lot of this knowledge lost.

It was apparent that David learned as much as anybody from sharing the experience and started me thinking that this is a key way in which CoMMA can be more relevant. Perhaps our relevance is not only in trying to exert influence at the policy level, but by finding more ways to pass on our practical knowledge to the young generation, who may not be getting it from their equally young 'old man' as they work their way up.

Our members have often said they attend meetings to keep more relevant and the best way to do this must be to talk to today's sailors, so it would certainly have a two-way benefit. Any ideas along these lines, please pass them on and let's see if we can come up with a new way to pass on our vast combined experience.

Arrangements for next year's CoMMA conference at the Inter-continental Rialto are progressing well. Conference organiser Sarah Cullen and I recently met with Port of Melbourne CEO Stephen Bradford and managed to secure a \$16,000 major sponsorship, so the conference is off to a great start. We thank Stephen for his generosity – he might not be a mariner himself, but has told me on several occasions how much he has learned from them over the course of his professional life.

Joanna and I attended the opening of this year's ANL Maritime Art Prize at the Mission a few weekends ago. It was, as it always is, a great evening and the quality of the art was high – and very varied. I am not sure where the psychological arm-twisting comes in to play on a night like this, but we almost bought a painting last time we went and we did buy one this year. Not a major work, but very nice and it feels good to support artists and the mission at the same time (30% of the price goes to the mission). I noticed at least one other CoMMA member there with their chequebook out and I know some of you have volunteered your time during the exhibition's run. It is very good to see.

Plans are coming along very well for the combined IMarEST and CoMMA Christmas Party in the courtyard of the Mission for Seafarers. Joanna is organising it this year and I can attest that she is intent on making it an extremely enjoyable evening. Apparently the evening will include the Branch Master's rum punch, the Branch Master's Christmas Tree, the Branch Master's Christmas Cake and the Branch Master's toast. Personally I think this is a clever new way of delegating... but I'll play along if you all agree to buy tickets and come and join us. There is a flier in (or attached to) this Log so put it in your diary...

Dick Francis has finally decided that his maritime history commitments are making it difficult for him to keep up with the Log. He has done a great job over three years, after putting his hand up for what was initially a temporary task. If any member wishes to take on this role, please let us know. Joanna has offered to take over in the interim as we feel it unfair for Dick not to be relieved of the task after asking so nicely, and having such a good reason for calling it a day. He will be a hard act to follow and we wish he would stay on, but he is working on some exciting projects to further maritime history in Melbourne and will still be more than 'doing his bit'.

Do feel free to come to me with any thoughts, ideas or feedback you have on any CoMMA issues.

David Shennan

Branch Master

16-10-2012



BRANCH COURT MEETING 26th September 2012.

Eight Court members were in attendance with four apologies.

No formal minutes were kept at the previous meeting due to the lack of a quorum. Items discussed were documented for the record.

Matters Arising

There was further agreement that CoMMA does not appear to be the most appropriate body to organise an Australian version of the Propeller Club. It was considered that a more professional organisation should take the lead role, although CoMMA would be happy to promote/encourage this to happen.

It was suggested that international versions of the Propeller Club could be used as a model, but that the Melbourne version could be a lot more simple, as overseas it seems to be quite an active co-ordinated entity.

The Hon. Secretary is still to advise on approaches to MLAANZ and/or other groups to see if it can get off the ground with an MOU.

This triggered a discussion about the role of CoMMA on the local and wider stage, with general agreement that it was possibly optimistic to expect CoMMA to have a very influential role in National/International policy and decision making, and that the social aspect of the organisation should not lose its importance to members.

Court meeting continued.

Capt Porteous was of the opinion that better communication and networking within CoMMA would help rejuvenate the association by increasing the interest in our activities. It was generally agreed that this was a good place for CoMMA to start.

Readings & Applications.

Marcel Koenig Ordinary member Melbourne.

Upcoming Events.

1st November ISO Final Lunch for the year. See back pages.
 1st November MLAANZ—Electronic Bills of Lading. See back pages.
 4th—31st November ANL Art Prize & Lecture series.
 16th November MMIF Annual Luncheon. See back pages.
 28th November CoMMA Christmas Function—See back pages.

Correspondence

Two thankyou letters received in response to the award of Long Service Plaques to Captains Springall and Fisher. The notes came from Colin's son Rob, a current member, and Captain Fisher himself.

Membership

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

The Melbourne LOG The position of Editor is still available.

The Boulton Lecture. The Boulton Lecture for next year will be held in Melbourne to coincide with the conference. Suggestions for speakers and topics would be most welcome for consideration.

Next Court meeting. 31st October 2012 @ 16.30 hrs, CQ Functions, Queen Street, Melbourne.

These minutes are abbreviated to save space in the LOG. A copy of the full minutes is available to members by contacting the Hon.Secretary.



The following article was forwarded to the LOG by Capt G.McCathie via Capt J.Turnbull. It is from the Mariners Mirror of February 2011. Due to its length it is being serialised over several editions of the LOG. This is the final part.

rebutted the Chamber's three standard arguments, generally following and extending the arguments used by Sturmeay. On shipping subsidies they found that, generally, subsidized fleets were contracting instead of growing; on flag discrimination they found it to affect but a minor part of world trade; and on flags of convenience, which the Chamber had described as 'tax-free' they were able to take into account the registration dues (typically 'initial' and 'annually' thereafter) charged by those flags.

These could then be discounted to net present values and compared with results under the British and several other tax systems, taking into account equivalent levels of a ship's capital cost, life and profitability; and the tax rate and allowances, including that of interest on ship loans and the rate of inflation. As the Chamber were correct in suggesting that flag of convenience countries had no corporate tax systems, neither could they have tax allowances, eg on fixed-interest ship finance, all of which were duly reflected, nor double-taxation agreements with other countries. On this basis – previously unknown to the Chamber's tax experts – the British system came out quite well.

The Chamber's official representatives wanted the Rochdale committee to recommend further fiscal favours for their members, claiming large and beneficial effects to the balance of payments. (The Chamber had been surprised that the Rochdale committee accepted that the whole of the British-resident value added could be counted as a benefit to the balance of payments.) However, the Chamber also argued that profits in British shipping were very moderate so that, taking into account the costs of labour and capital, this conclusion could only be justified by adding a very large premium to the exchange rate. With better economic advice the Chamber should have realized that their position was untenable.³³

Conclusions

As noted above, shipping has always been cyclical, sometimes with booms and slumps independent of other industries. However, world ship-building has become so much more efficient that, whenever there is a boom in shipping, with consequential rises in freight rates and increased ordering of new ships, the supply of new ships quickly increases. Since a typical ship-life is at least 20 years and the ordering is often excessive, the subsequent slump may be lengthy. It follows that, while making money out of operating ships may be difficult for much of the time, there remain opportunities for buying and selling ships at appropriate times. None of this seems to have been appreciated, either within the industry or by Lord Rochdale's committee.³⁴

After Lord Rochdale's committee reported the British-registered merchant fleet continued its long-term decline. All the once-great liner groups have been sold abroad or broken up, with even P&O reduced to cross-Channel ferry services. It remains easy for foreign citizens to establish companies in Britain, to register ships here, to employ cheaper officers and ratings for example, from Croatia, Latvia or

³³ They had, in fact, received such advice from academic consultants but, this being unwelcome, they sacked the consultants.

³⁴ For a commentary on the Rochdale committee's findings, see D. H. Aldcroft, 'Reflections on the Rochdale Inquiry into Shipping', *Maritime History* 1, (1971), reprinted in D. H. Aldcroft, *Studies in British Transport History* (Newton Abbot, 1974); and from the present author, 'Rochdale Remembered: A personal memoir', *Maritime Policy and Management* 25, no. 3 (1998).

Poland and to repatriate the profits. (Since both components of the value added are foreign-resident, any benefits to the balance of payments are then spurious.) The relevant fiscal system has been reformed, with shipping companies being allowed to choose between the conventional system of corporation tax and allowances and fixed tonnage dues broadly similar to those of a flag of convenience. The latter involves accepting trainees who are then likely to find themselves serving with officers from elsewhere in the European Union. These will naturally use their own language and, not being familiar with the British system of training, are unable to supervise effectively. All too often the result is that the trainees have no one with whom they can socialize, become disillusioned and leave.

The long-term decline of British shipping was largely due to a loss of comparative advantage, most clearly seen in a lack of enterprise – or, at least, in a lack of successful enterprise. Symptoms of this was the failure to appreciate that, thanks to the general acceptance of Keynesian policies, the post-war years would see world-wide economic growth instead of a return to slump, and failure to buy the Liberty ships which the Americans were selling off cheaply immediately after the Second World War. At least as far as the big liner groups were concerned, this was probably associated with nepotism and bureaucratic risk-aversion, to some extent associated with memories of Lord Kylsant's crash and subsequent punishment. While more successful strategies can thus be suggested for the industry, it is difficult to see what more might have been done by the government.



AMAZING FACTS

If you screamed for 8 years 7 months and 6 days you would have produced enough sound energy to heat one cup of coffee. Not worth it really.

*The human heart creates enough pressure when it pumps out of the body to squirt blood 30 feet. **O.M.G.!***

*A pig's orgasm lasts 30 minutes. **O.M.G.!!!***

*A cockroach will live 9 days without its head before it starves to death. **That's creepy.***

*Banging your head against a wall uses 150 calories an hour. **Just think of the pig.***

*The male Praying Mantis cannot copulate whilst its head is attached to its body. The female initiates sex by ripping the male's head off. **Honey I'm.....***

The common flea can jump 350 times its body length. Its like a human jumping the length of a soccer pitch.

*The Catfish has over 27,000 taste buds. **What is so tasty on the bottom of a pond.***

*Some lions mate 50 times a day. **I still can't believe that pig....quality over quantity.***

*The strongest muscle in the body is the tongue. **And I know who has the strongest one.***

*An ostrich's eye is bigger than its brain. **I know some people like that.***

*Humans and Dolphins are the only species that have sex for pleasure. **WHAT ABOUT THE PIG!!!!!!!!!!!!!!!!!!!!!!***

Electronic Bills of Lading:

Past, Present
and Future

Professor Nick Gaskell

- o Thursday, 1 November 2012
- o 5:30 pm
- o Kindly hosted by:
Victoria University
Lecture Theatre G.01
295 Queen Street
Melbourne 3000
(enter via Little Lonsdale Street)
- o Followed by refreshments
- o Members \$35 incl GST
- o Non-Members \$40 incl GST
- o RSVP:
Jenny Bazakas
Tuesday, 30 October 2012
T: 8601 4599
E: jenny.bazakas@hfw.com
- o Payment: Cash, Cheque or EFT:
A/C Maritime Law Association
of Australia and New Zealand
BSB : 013-035
A/C No: 3248-05382
Bank: ANZ

MLAANZ



The Victorian branch of MLAANZ is delighted to invite Professor Nick Gaskell of the TC Beirne School of Law at the University of Queensland as our guest speaker to discuss legal and practical issues concerning electronic bills of lading.

Nick Gaskell has over 30 years' experience as a research active academic. He is currently Director of the Marine and Shipping Law Unit at the TC Beirne School of Law. Prior to joining the School he was "David Jackson Professor of Maritime and Commercial Law" at the University of Southampton, UK. He acted as Head of that School, and was also a Director of its Institute of Maritime Law. He has

academic community all over the world.

He has attended and participated in many diplomatic conferences which have produced international maritime law conventions, and has written books and articles on a wide range of maritime and related commercial law subjects. His work on carriage of goods by sea (bills of lading) has been cited in courts internationally. He is a Titulary Member of the Comité Maritime International (CMI), a qualified UK barrister and a member of Quadrant Chambers, London.



CPD Points:

Members of the Bar:

This is a component of the Victorian Bar Compulsory CLE Program and will carry one(1) point.

Practicing Solicitors:

If this particular educational activity is relevant to your immediate or long-term needs in relation to your professional development and practice of law, then you should claim one (1) unit for each hour of attendance, refreshment breaks not included.

Featuring LIVE jazz from
Reverse Swing

Please RSVP by November 17

Booking details on reverse side

YO HO HO . . . and a
CHRISTMAS UNDER THE STARS
at the
MISSION FOR SEAFARERS

Join CoMMA and IMarEST to celebrate the end of another
year at our combined Christmas Mission party.



We've planned a cracker night full of great food and music,
laughter and good cheer, plus lots of the seafarer's staple... RUM!

This is a night for the ladies, so bring your significant others and
join us in the magical courtyard setting we've created for you!



WEDNESDAY, NOVEMBER 28

7PM - 10.30PM

717 FLINDERS ST, DOCKLANDS

\$7 all-night parking available next door
at Wilsons Carpark

Reverse Swing

Live jazz/swing quartet

*Goodwill to all
Seafarers raffle*

GREAT prizes

- All proceeds to the Mission -

Plus other acts of

Christmas cheer

... and Rum!



Tickets \$60

(members & spouses)

Non-members \$65

Price includes:

Tab nabs & spiced rum punch*

Hot buffet dinner

Gourmet desserts

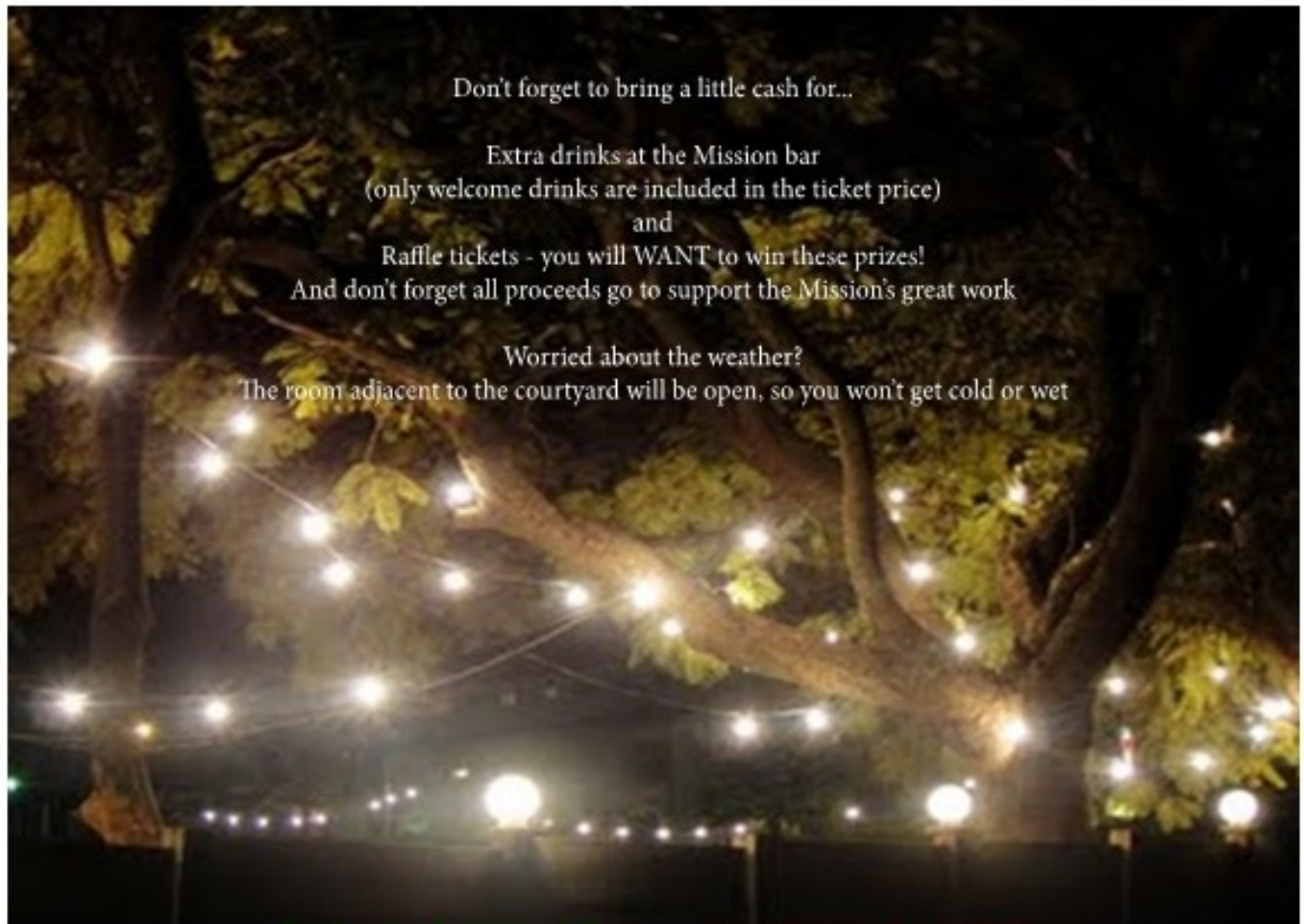
Tea & Coffee

Branch Master's Christmas Cake

* Non-alcoholic, vegetarian & gluten-free

IT'LL BE A

RUM DO!



Don't forget to bring a little cash for...

Extra drinks at the Mission bar
(only welcome drinks are included in the ticket price)
and

Raffle tickets - you will WANT to win these prizes!
And don't forget all proceeds go to support the Mission's great work

Worried about the weather?
The room adjacent to the courtyard will be open, so you won't get cold or wet

Christmas Party

Please RSVP to Alexandra Everard by **November 17**

Email: Alex@baysideshipping.com

Phone: 03 5424 1224 or 0438 663 466

For planning purposes, when booking, please advise us of the following:

- First and surname for each booking
- Whether you are from CoMMA or IMarEST (includes spouses)
- Whether you are a CoMMA or IMarEST guest
- If you are vegetarian or gluten free

Thank you for RSVP'ing on time, as our caterers need final numbers by November 18.

Payment:

By cheque on the night: Make out to The Company of Master Mariners of Australia Ltd

By Electronic Funds Transfer:

Account name: The Company of Master Mariners of Australia Ltd

BSB: 063 141

Account: 10421609

16 October 2012 10:07 AM

To: Michael Halley <michael.halley@elmtree.net.au>
ISO Club wrap up meeting

6 Attachments, 25 KB

From: Michael Halley [mailto:michael.halley@elmtree.net.au]
Sent: Tuesday, 16 October 2012 10:01 AM
Subject: ISO Club wrap up meeting

Greetings,

- v
- v Traditionally we "make a fuss" of past executives so if you attained "high office" and will be able to attend we look forward to the experience..
- v If you cannot we will enter an apology on your behalf. If you feel inclined please send me a few words of reminiscence for the *Activities Newsletter*.
- v
- v This will be the only invitation. I will not send a chaser, as with the expected decent early response sending a reminder will only cause confusion.
- v Increased price but subsidised by Clare Castle Hotel and the Club
- v If possible advance payment by EFT will assist me on the day
- v
- v exchange it for a white at the bar.
- v Due to the extra activities we need to be seated by 12.30pm.....note an earlier assembly time has been arranged.
- v Election of the 2013 Committee of Management will be conducted.
- v Only a Vice-President will be required as the succession planning moves *Rosie Cirillo* *Rob*
Ferris to Deputy President. *Michael Knowles* joins the august Past Presidents. [39th on the list]
- v We will be making the annual donation to our selected charity.
- v Even the regulars forget that the menu is displayed on the chalk boards and each person is allowed a personal selection.



www.isoclub.asn.au

President **Michael Knowles** and the executive for 2012 would like you to join them, for the final networking opportunity and luncheon for the year 2012. Election of 2013 committee of management to be conducted at meeting

When: **Thursday 1 November 2012**
Where: **Clare Castle Hotel** Graham Street Port Melbourne
Time: **12.30pm** commencement of proceedings a bar open from 11.40 am
Cost: **\$80.00 [Eighty dollars]**

Absolute: Bookings final at noon **Friday 26 October 2012**

Due to catering requirements no cancellations will be accepted after Friday. Replacements will be allowed.

Proudly sponsored by QBE Marine Specialty Risks



With MC from Australia's Got Talent, Ben Price
 Friday 16 November 2012 from 12.00pm
 Level 2, RACV City Club

\$90 per person for members, \$135 for non-members
 Limited seats available

RSVP by 9 November 2012 to Simon Farmer
 Email simon.farmer@qbe.com or phone 9246 2702



Other major sponsors



The Company of Master Mariners of Australia Ltd, Melbourne Branch

DATE & TIME

Wednesday 31 Oct 2012

6 for 6.30 pm

LOCATION

CQuisine Restaurant, CQ
Functions, 113 Queen Street,
Melbourne VIC 3000

COST

Members and Spouses - \$40
Non-Members - \$50
Drinks at Bar Prices

RSVP

Alexandra Evered
12 pm Mon. 29 Oct 2012

03 5424 1224

Guests Most Welcome!

PAYMENT

Cash, Cheque or EFT.
The Company of Master
Mariners of Australia Ltd
BSB 063 141
A/C 1042 1609

NEXT MEETING XMAS!!

Wednesday 28 Nov 2012
7.00 pm

*Please note that whilst we
appreciate the unpredictable*

*we do try to accommodate
members where we can – we
do operate a no refund policy.
Cancellations and "no shows"
will require payment.*

Maurie Hutchinson



*"She tried to turn again to sea but a snow white
whiff of steam*

her beam,

*The engines by the waves were quenched, the
men by those same waves were drenched,
Watcher's hearts were sorely wrenched with
hope a fading gleam."*

*From the Perilous Gate
Anonymous*

We are delighted to welcome Maurie Hutchinson

Maurie has had a life long interest in nautical
matters, particularly maritime history.

He has been a member of the Shiplovers' Society
of Victoria for 36 years and a member of the
Peninsula Ship Society and the World Ship
Society for the past 4 years.

October

31

publication "The Dog Watch" for the last 10 years.

Maurie's presentation covers the emotive subject
of tragedies at sea. It will cover a selection of
some of the greatest tragedies at sea.

It promises to be an entertaining and informative
evening so book early to avoid disappointment.



**Master: Her Excellency, Ms Quentin Bryce AC
Governor-General of the Commonwealth of Australia**