



No.11/2012

THE MEGAPHONE

November Report



**Merry Christmas and a Safe, Happy and Healthy
2013 to All**

Company of Master Mariners of Australia, Sydney Branch

**The Company of Master Mariners and The Nautical Institute invite
Members, their Spouses and Guests to the**

2012 Christmas Dinner

**Wednesday 12th December 1800 for 1830
at NSW Sports Club, 10 Hunter St, Sydney**

*Please confirm your intentions to attend by contacting
Capt. Frank Pickering*

Phone Mobile 0418 499 166 or email: fpickering6@bigpond.com
before 1300 hours, Friday 7th December, 2012

The Company of Master Mariners - Sydney Branch
PO Box A 2534, Sydney South, NSW, 1235

Minutes of the joint meeting of the Sydney Branch of the Company of Master Mariners of Australia and the Nautical Institute, SE Australia Branch, held at the NSW Sports Club, Sydney, Wednesday 14th November, 2012.

The meeting opened at 1937 hrs. The Branch Master Capt. Ted van Bronswijk in the Chair welcomed CMMA and NI members, Guest Speaker and Guests.

Attendance: As per Attendance Book.

Apologies: Sister Mary Leahy, Capts. Mike Bertram, Dick Whittington, Mike Downes, Jim Billimoria, Ian Robertson, Donald Dykes.

Guests: Dr. Robert Danes, Guest Speaker, Ian McBride, Chris Hughes, Ninian Mattherws, Gregory Mann.

Confirmation of Minutes of last meeting as published in The Megaphone:
Proposed by: R.Sandeman-Gay Seconded by: S. Herklots

Hon. Treasurer's Report:

As this was a joint meeting and the Treasurer was overseas there was no Treasurer's Report.

Hon Registrar's Report:

Readings:
Robert Francis McMahon, Associate.Sydney, Managing Director Robert F. McMahon & Associates Pty. Ltd. Not Known.

Federal Business:

1. Articles for Master Mariner Journal requested by Hon. Editor. BM will forward any articles.
2. Costs of advertising in MM Journal are available from Branch Master.
3. Anti-piracy petition at www.endpiracypetition.org still available to sign.
4. Master Mariners website has been updated: <http://www.mastermariners.org.au/>
5. **Save Our Seafarers** campaign. Please circulate this press release (attached) as widely as you possibly can. ***The success of this venture to raise awareness of Somali piracy, and eventually eradicate it, depends on as many people as possible seeing this film and taking action to send a letter from the campaign website.***
6. The video can be found at www.saveourseafarers.com The video can also be viewed on the direct link: http://www.youtube.com/watch?v=WLqwVpPALz0&feature=channel_video_title
7. Proposed National Centralised Organisation Power Point Presentation – Time for a Change at Kathureliya

General Business:

1. Branch Meetings every 2nd Wednesday of the month. Please book on the Friday before on 0418 499 166 or email fpickering6@bigpond.com
2. Wives and other guests are most welcome at the monthly meetings.
3. The Branch Master thanked Capt. Ted Wilson for his organising of the advertising and, to a large extent, the running of the 2012 Boulton Lecture that was held at the Masonic Club, Sydney, in conjunction with the Navy League of Australia. A rousing round of applause was given by all members and guests.

Dates for your calendar:

1. **Thursday 6th December 2012** – **The Sydney Maritime Industry Christmas Party – THE SMIX BASH** – on board the barque **James Craig** moored at No.7 Wharf, Darling Harbour. 1730 hrs for 1800 hrs. Buffet meal and drinks. \$50 per person. Tickets from Adrian Broadbent, Lloyd's Register Asia. Fax 9290 1445 or adrian.broadbent@lr.org
2. **Friday 7th December 2012** – **Shipping Australia Limited, NSW State Committee – Christmas Luncheon at Tattersalls Club, 181 Elizabeth Street, Sydney.** 1200 for 1230 hrs until 1530 hrs. Three course meal with beer, wine and soft drinks. Cost \$120 per person. Contact Kushy Athureliya at kathureliya@shippingaustralia.com.au
3. **Wednesday 12th December 2012** – **Company of Master Mariners, Sydney Branch, and the Nautical Institute, SE Aust. Branch, Combined Christmas Dinner at the NSW Sports Club, 10 Hunter Street, Sydney. All members, wives and friends are most welcome.** A great evening is assured with maybe a tale or two from some hoary (as in ancient and venerable) mariners!!! Cost \$50 per person, including wine.

Associate member John Mann addressed the meeting. He gave a short speech to thank Capt. Ted van Bronswijk, the CMMA Sydney Branch and NI members who had helped him in his attempts to gain an apprenticeship in the shipping industry. He also made a donation to the Branch coffers!

The Branch Master thanked Mann and went on to explain that he had made contact with the Federal Minister, Anthony Albanese, regarding a system similar to the UK Government's 40% payment of cadets' salaries, thus making it more attractive for shipowners to employ cadets in order that they can get the sea-time for their first watchkeeping certificate. It appears that the Federal Government does not espouse this system, and all members present were asked by the Branch Master to write to their Federal member of Parliament and suggest that the UK system be adopted by the Federal Government for use here in Australia, so that ship owners have some incentive to employ persons as cadets on board their ships.

The Branch Master referred to the recent news of the ongoing prosecution in the Spanish Courts of the Master of the tanker *Prestige*, Capt. Apostolos Mangauras. The *Prestige* sank on 19th November 2002 after both French and Spanish authorities refused a request for port of refuge. The Master, now retired and aged 77, is facing a 12 year gaol sentence if found guilty of the charges. Two other people are on trial with Capt. Mangauras, the Chief Engineer of the *Prestige* and the former head of the Spanish Merchant Marine Department. The trial is expected to last about one year.

The meeting closed at 2011hrs for a coffee break followed by the speaker's address.

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ADDRESS

Mike Drake, of the Nautical Institute SE Aust Branch, introduced the guest speaker, Dr. Robert Dane, the CEO of Solar Sailor Holdings Ltd., and mentioned the formation and ongoing progress of the idea that Robert had some twelve years ago.

Robert started his talk by referring to the solar powered race he watched about fourteen years ago and the restrictions he saw in the systems in use. He wondered what could be done to alleviate these problems and it appears that to a large extent he has succeeded!

It would appear that Solar Sailor Holdings is 'going ahead' - from winning a solar powered race on Lake Burley Griffin in Canberra; to the four solar powered assisted ferries in Hong Kong; and the vessel *Solar Sailor* chartered to Captain Cook Cruises in Sydney; with plans and designs for solar powered assisted systems for large cargo vessels; and their involvement and research into solar powered systems with the marine section of the University of Wollongong. Wow!



(Readers may remember some of these photos from when Dr. Robert Dane addressed the CMMA Sydney Branch in April 2009!)

Robert's ideas for larger vessels are that the existing means of propulsion should remain, but that wind and solar power can be added, so lowering the requirement for the use of fossil fuels.



(The watchkeepers on the left and centre vessels can see ahead, but the fellows on the right will use electronic aids only!)



Another aspect Robert's team is researching is small 'drone vessels'. These are as shown, left, and could be used by CSIRO for research in oceanographic matters, and by coast guard/border protection agencies, to warn of illegal activities around Australia's coast.

These drones are low cost vessels and have their own solar power supplies and electronic equipment such as radar, communication etc. They could be, in theory anyway, left completely alone for about two years. Instead of many people managing one ship, one person could manage electronically, say, two hundred ships.

Robert explained the procedures adopted by the Hong Kong authorities for testing the solar sailor ferries for use in and around the islands, with the ferries tested with both wind speeds and wash/waves being taken into consideration.

Solar Sailor Holdings was approached by an Australian iron ore company regarding the possibility of fitting steel wing sails to their capsized vessels for the voyages from Port Hedland to China.

A brief summary of what Robert's company has researched in shipping shows that if you are operating vessels running at about 13 knots in the northern hemisphere only, by using wind power as well, you would save up 40% of your fuel bill, utilising Solar Sailor technology. If you operated vessels that traded in both hemispheres, such as the Port Hedland to China route, you would save approximately 30% of the fuel bill. By using weather data collected by NASA over the last twenty-two and a half years, the research has shown savings that would have been made on a panamax ship operating on a run from Newcastle to Shanghai if the vessel had been fitted out with the solar sails proposed by Solar Sailing Holdings. These savings

include fuel, money and pollution and, in the above case of the panama vessel, there would be a fuel saving on a return trip of at least \$240,000.

Robert gave many examples of the benefits of wind wings and solar power usage on cargo vessels in the future. An interesting question and answer period followed Robert's presentation. Mike Drake thanked Dr Robert Dane for his very interesting talk and presented him with a small gift.

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Merchant Navy Dinner at Canberra 2012 Address by Commodore Paul Berger LVO RAN RTD
Ladies and Gentlemen. Vic Totman has asked me to give a short address on the war at sea seventy years ago.

An astonishing 1,664 Allied ships were lost in 1942. It was the height of the Battle of the Atlantic in WWII when Merchant seamen did their duty in constant fear of attack.

With nearly twenty new U-boats being built each month, the potential disaster for the Allies was readily apparent.

In 1941 the US Congress had signed the Lend Lease Act to supply whatever material was needed and this was in full swing in 1942. The Atlantic convoys were therefore the most crucial of all for the Allies, Britain depended on them to keep the war effort going. The main route was Halifax to Liverpool.

The Russian convoys became extremely important as 1942 progressed. St Petersburg in the North was besieged, the German army, with their artillery firing from the heights above the city held sway.

Moscow was being grimly defended and at Stalingrad to the south, the conflict was incredibly intense.

Weapons and support were vital for Russia but the merchant ship passages there through the Arctic Ocean were terrifying, with almost certain death awaiting any person who may have to abandon ship.

In the Mediterranean, Rommel was frantically building up his supplies to North Africa to withstand an attack by Montgomery at Alamein. British supplies had to be sent round the south of Africa then up through the Suez Canal then overland via Cairo. This usually took two months rather than one week past Gibraltar and through the Mediterranean. This direct route was too dangerous and very few Allied cargoes survived. The key to success in the Mediterranean was Malta with its Naval bases and air fields. Six hundred and five German and Italian aircraft were assigned to nullify it. As an example, in April 1942 forty-six new Spitfires arrived to bolster the defence and only six were left two days later. Little wonder that Malta became known as "the most bombed place on earth".

Despite the danger the Allies decided to send a fast convoy of fourteen ships, including the tanker **Ohio**, past Gibraltar to Malta with thirty-five Naval ships to try and defend the vital cargoes. After days and nights of almost continual air and torpedo attacks, the five surviving Merchant ships reached Valetta harbour. The **Ohio** had been hit so many times it was feared she would sink with her precious cargo of aviation fuel seventy miles west of Malta. Two destroyers lashed themselves to the tanker's sides while another towed.

The arrival on 15 August, Assumption Day, was hailed by the beleaguered Maltese and the valiant Santamaria convoy was treated as a wonderful omen and earned a place in the famous Island's long history.

During this period shipping from Australia to Britain would proceed past South Africa towards Rio de Janeiro then north. By 1942, German U-boats were operating predominantly from the captured port of Brest. Without the long and dangerous transits from Bremen and the Baltic they were able to range far and wide and this added to the stress for merchant seamen.

An example of this was the loss of the Shaw Savill & Albion passenger liner **Ceramic**, which was hit by three torpedoes off the Azores. The ship was on a voyage from Liverpool to Australia with 657 persons on board. Most survived and were lowered in life-boats, but a very severe storm was approaching. The U-boat manoeuvred amongst the life-boats to try to identify the **Ceramic** captain, but he didn't respond. A British Army engineer, perhaps realising it may be the only chance of survival, did respond and was taken aboard the U-boat. The storm struck and 656 people perished.

At this time I was a seven year old living in Sydney. A ten-year old friend who lived a few houses down the road had a much older brother, Malcolm, who was one of those **Ceramic** casualties. He had been very good at maths, and on completion of his high school went to Britain and trained as a Cunard line navigator. The Royal Navy wanted him and his skills in 1942 but he was on his way back to Australia to join an Australian Naval ship when he was killed.

I have digressed from the world situation for a short time to give more detail to the **Ceramic** tragedy because when a casualty occurs for a friend or relative it becomes more realistic and personal and helps people understand the terrible waste of so many young lives on both sides of the war.

Towards the end of 1942 Allied escorts and maritime air started to inflict a higher casualty rate on U-boats attacking convoys, so Admiral Doenitz directed an increased number higher of his U-boats to attack American east coast shipping because a convoy system had not been implemented there. This unprotected shipping provided easy prey for the experienced U-boat skippers who could choose the choicest targets passing the well-lit US coast line. In their second "happy time", U-boats with almost impunity competed for prizes for the maximum tonnage sunk by fourteen torpedoes and gunfire.

Back in Australia in 1942 things were far from quiet, Japan had nine aircraft carriers after losing four in the Coral Sea and Midway battles. We know how effective just four of these aircraft carriers had been at Pearl harbour.

Five large J-class submarines, stopped fifty six kilometres off Sydney, launched three midget submarines and a seaplane and carried out an audacious attack on Sydney Harbour on 31 May. Three days later the BHP iron ore ship **Iron Chieftain** was torpedoed off Sydney. Five days later Japanese submarines fired shells at Sydney and Newcastle as coastal convoys commenced in Australian waters. In all forty three ships were attacked off the Australian coast in the next two years. The three BHP iron ore ships which were sunk had very high casualty rates because the ships sank so quickly. At night in particular, in a darkened ship, two to three minutes meant that very few crew made it to the upper deck.

In summary, the contests which took place in the four oceans I have concentrated on were a near-run thing. At the beginning of 1942 the odds were definitely in favour of the enemy because of the deadliness of their U-boats. By the end of the year the Allies were superior. The change I believe was significantly due to an influx of talented personnel from the Commonwealth and over-run countries such as Poland and Holland. These boosted the mainly British effort at a critical time (the surge of American effort came in early 1943). The Germans were lacking this wide reserve of talent.

Allied designers and engineers had not been idle. Advances in radio direction finding, radar and anti-submarine weapons were vigorously pursued and equipment installed in Naval ships. Better escort ships were built. Better tactics were devised and taught. Escort ship work-ups of intense training and scrutiny were conducted very vigorously day and night, and whilst hated by the lazy or incompetent, started producing excellent results. Escort groups were formed and better aircraft allocated to the maritime task.

By late 1942, although the number of U-boats was increasing rapidly, the erosion of experience and technical competence was having a large effect. Attacking a well-lead convoy was becoming a risky business. Slowly the tide was turning and by late 1942 eighty U-boats had been sunk.

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Vale – Commodore H.P. Berger LVO RAN RTD

On behalf of the Chief of Navy, Vice Admiral R.J. Griggs AO CSC RAN, it is with regret to advise that Commodore H.P. (Paul) Berger LVO RAN (Retd) passed away yesterday afternoon (14/11/12) in Canberra after suffering a massive stroke on Monday and had significant bleeding in the brain from which he did not recover. His funeral arrangements will be advised in due course and will be in the Canberra Times on Saturday. Commodore Berger was born in Neutral Bay in 1935 and joined the RAN College on 25 January 1949. He graduated from the Naval College in October 1952 and awarded the Otto Albert Prize for Seamanship and then departed for the United Kingdom for Midshipman training in HMS *Devonshire*, a county class heavy cruiser which had been converted to the Royal Navy's cadet training ship and HMS *Enard Bay*, a Bay Class frigate. In September 1953 he returned to Australia and joined the aircraft carrier HMAS *Sydney* for service in Korea. In October 1954 he was then posted to HMAS *Queenborough* for a year prior to him returning to the United Kingdom for courses at the Royal Naval College Greenwich, HMS *Excellent*, *Collingwood* and *Drake*. He returned to Australia in 1956 and joined HMAS *Swan* where he was awarded his watchkeeping certificate in October 1957. He was then posted to HMAS *Watson* for the little d course and on completion to HMAS *Albatross* to consolidate his training before joining HMAS *Melbourne* in September 1958. In late 1959 he was selected for two years exchange service with the Royal Navy and joined HMS *Albion*, a Centaur class light fleet aircraft carrier in December 1959. In January 1962 he returned to Australia and was posted to HMAS *Albatross* for 805 Squadron and to *Melbourne* in continuation on each occasion of the Squadron embarking. In June 1963 he was posted to the the RAN College, HMAS *Creswell*, for a year before he joined HMAS *Anzac* as the Executive Officer. In January 1966 he was posted to HMS *Dryad* to undertake the Advanced D course before joining HMAS *Melbourne* as the Direction Officer. In May 1968 he was posted to HMAS *Yarra* as the Executive officer for a year before being appointed to Government House in August 1969 as the Military Secretary to H.E. the Governor General as a Commander. In July 1972 he was posted to HMAS *Torrens* as the Commanding Officer for 18 months before joining Fleet Headquarters in December 1973. In December 1975 he was promoted to Captain and appointed to Navy Headquarters for two years before being posted to HMAS *Perth* for two years as the Commanding Officer. In 1980 he returned to Navy Headquarters and in April 1985 promoted to Commodore and appointed in command of HMAS *Albatross* until November 1987. Commodore Berger then returned to Canberra to serve in Navy Headquarters prior to his retirement from the Royal Australian Navy in 1990.

Source: [Captain Brian Gorringe RANR, Director Navy Senior Officer Management, Office of the Chief of Navy](#)

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Funeral Service for Commodore Paul Berger LVO RAN RTD

The funeral of Commodore Paul Berger was held at the Anzac Memorial Chapel of St Paul, Royal Military College, Duntroon on Monday 19th November 2012 at 1030 hrs.

The officiating clergy were Chaplain Warwick Cuthbertson and Chaplain Richard Whereat. An excellent eulogy was read by sons Andrew and Simon Berger.

After the Last Post was sounded the pallbearers carried the coffin down the aisle and out of the chapel to the strains of Rod Stewart's *I am sailing* a very fitting and moving end to the service. Guests joined members of the family at the Royal Canberra Golf Club for light refreshments after the service.

The Merchant Navy Association and the Company of Master Mariners were represented by Geoff and Mai Walls and by Richard Sandeman-Gay and Tony Francombe.



COMMODORE H.P. BERGER
LVO RAN RTD

7 JUNE 1935 - 14 NOVEMBER 2012

You will know, I am sure, that his connection with the Merchant Navy family gave him much interest and pleasure.

My grateful thanks to those of you who attended his funeral service. It was very greatly appreciated.

I will see you next year - in his memory!

Yours sincerely -
Virginia Berger

Dear Captain Sandeman-Gay,
and all Members of the
Sydney Court of the Company
of Master Mariners of
Australia -

Virginia, Andrew and Simon
thank you for your kindness,
compassion and friendship.

Your kind words and
thoughts are very greatly
appreciated.

I am sure you will have
been shocked by Paul's
death, having seen him so
recently.

The above is a copy of the card received from Commodore Berger's wife, Virginia Berger.

The Boulton Lecture, a major event in the calendar of the Company of Master Mariners of Australia, was held at the Masonic Centre, Sydney on Thursday 20/09/2012

Captain Peter Murphy
Master Mariner, Dip Law BAB,
LLM Sydney, FCIA London

Captain Peter Murphy is an internationally recognized maritime lawyer. He served his apprenticeship with the South American Saint Line and obtained his Masters Foreign-Going Certificate in London in 1970. His sea-going career spanned over 20 years and included service in general cargo, reefer, passenger liners, tankers and offshore supply vessels.

He completed the first year of a law degree by correspondence at sea and was admitted as a barrister in 1984 and a solicitor of the Supreme Court of NSW in 1986.

In addition, Peter holds a Master of Laws degree from the University of Sydney and is admitted to practice in NSW, Victoria and the High Court of Australia. He is a Fellow of the Chartered Institute of Arbitrators of London, holds a Certificate of Mediation approved by the Victorian Law Institute and a Post Graduate Diploma in Corporate Governance.

With 28 years of experience as a solicitor, barrister and consultant, practising in Australia, Europe and the Middle East, Peter has extensive experience in commercial litigation and alternative dispute resolution and now runs his own law firm..

Peter was the recipient of the Outstanding Achievement Award for 2011 awarded by the Company of Master Mariners, for services to shipping in Australia and overseas.

About the Presentation

"Boulton to Schettino - Down the Slippery Slope"

The general erosion of professional standards over the years, caused by flagging out and the imperatives of meeting increasingly unrealistic commercial deadlines, have lead to a number of high profile shipping disasters. The paper explores the failure of the paradigm of the modern ship owner in human terms, driven by a 'bottom line' mentality and ever increasing need to slice costs to remain competitive, beset by a plethora of regulation.

It poses the question,

'Is the Master as we *know* him going the way of the Dodo?'

John C. Jeremy
BE, FIEAust, FRINA

Mr. Jeremy is a graduate of the University of New South Wales. He started work at Cockatoo Dockyard in 1960 and held a number of positions in the planning and technical areas before being appointed Technical Director of the Company in 1976.

In 1981, Mr. Jeremy was appointed Managing Director of Cockatoo Dockyard Pty Ltd, then a member of the Vickers group of companies in Australia, before the company became a member of the Australian National Industries group in 1986.

He was Chief Executive of ANI Engineering Services Pty Ltd from January,1992 until October,1997.

Mr. Jeremy is a Fellow of the Institution of Engineers (Australia), A Fellow of the Royal Institution of Naval Architects and a member of the Society of Naval Architects and Marine Engineers. He is currently Editor of the *Australian Naval Architect*.

He is a member of the executive committee of the NSW Division of the Navy League of Australia and Vice President of the Naval Historical Society of Australia.

About the Presentation

"Titanic 100 years on - the Continuing Challenge of Passenger Ship Safety"

The tragic loss of the liner Titanic in 1912 resulted in international efforts to develop standards for safety at sea which have been implemented through the SOLAS Conventions. Whilst the standards set in this way have been updated in the decades since the first Convention in 1914, the development of passenger ships has been rapid and even 30 years ago few would have expected the growth in size and capacity of the many cruise liners now sailing the world's seas. The recent loss of the Costa Concordia has drawn attention to the need for constant review of the safety standards applicable to the very large ships and the challenge presented by the need to ensure that the risk to passenger is kept to a minimum.

Lloyds List Daily Commercial News Items – November 2012

1 November The ACCC stevedoring monitoring report has noted that there has been a 4.2% increase in throughput in 2011-2012 and rates of return for stevedores have increased from 24.2% in 2010-2011 to 29.2% in 2011-2012. While profits have increased productivity fell from 41.2 teu per hour to 39.6. The ACCC welcomed the addition of capacity in all ports and the introduction of Hutchison Holdings in Brisbane and Sydney. The MUA condemned the report as “out of touch and distorted”.

2 November NZ dairy firm Fonterra is trying to discover how an export container of milk powder arrived at its destination with another kind of powder – cocaine. The container was shipped from NZ by Hamburg Sud, transhipped at Cartagena, Colombia, moved to Valencia, Spain, where it spent 24 days before arriving at its destination in Algeria. The container was intercepted by Algerian police. The cocaine is valued at \$53m, whereas Fonterra’s milk powder trade is worth \$500m annually..

5 November Seven crew members abducted from the French vessel ‘Bourbon Liberty 249’ off the coast of Nigeria on 15 October have been released. Bourbon will not disclose whether ransom was paid.

6 November The CEO of the Port of Brisbane has admitted to concern about the long-term viability of three stevedoring companies in Brisbane. Hutchison is set to join Patricks and DP World at the Brisbane container terminal. He commented that while Melbourne’s turnover is approaching 3.3m teu pa, Brisbane is a mere 1.1m. The ACCC has long criticised the cosy ‘duopoly’ on the waterfront and called for a third stevedore to boost productivity.

CSL Australia will deploy the 13,683 dwt self-discharging bulk carrier ‘CSL Sams’ , to be renamed ‘CSL Whyalla’ and placed under the Australian flag in servicing the iron ore export trade in SA. The vessel will provide additional capacity to Arrium, formerly One Steel, and will work with the two self-discharging barges already in operation in Spencer Gulf loading hematite from Iron Knob, Iron Baron and Peculiar Knob. The additional capacity will permit two Panamax vessel to be loaded at the same time.

Two recent hijackings have put SE Asia back on the piracy map. The vessels ‘Arawano’ off Malaysia and ‘Scorpio’ in Singapore Strait were hijacked while at anchor and moved to a different location where their fuel cargo was stolen.

7 November A total of 1.08 Bn tonnes of cargo crossed Australian wharves in 2010/11, more than 80% of Australia’s freight task. International exports accounted for 881 m tonnes, international imports 92 m tonnes and coastal shipping 104 m tonnes. Both international exports and imports increased but coastal shipping decreased.

In the 70’s coastal shipping accounted for 52% of total internal freight, with rail 29% and road transport 18%, now coastal shipping only accounts for about 20%, rail 44% and road 30%.

8 November Newcastle ship repairer, Forgacs, is exploring opportunities to sell its 15,000 dwt floating dock, explaining that there is insufficient work to keep two docks busy on the East coast and the Newcastle dock is not big enough for most current vessels in service.

13 November General cargo vessels at the Pilbara ports of Dampier and Port Hedland are regularly experiencing delays of up to 3 -4 weeks waiting for a berth.

16 November The Victorian government has announced tenders for the initial studies for the expansion and development of the port of Hastings, Westernport. The studies include hydrodynamic modelling to examine currents and tidal flow, ecological risk management assessment and port design options, which will lay the foundations for the port.

The Chief Operating Officer of Germanischer Lloyd has called for an overhaul of emergency response to distressed ships after coastal states refused to offer shelter to the disabled container ship ‘MSC Flaminia’. A massive explosion disabled the ship mid-Atlantic and forced the crew to abandon ship. In a situation reminiscent of the ‘Prestige’ ten years earlier, France, Spain, Portugal, the UK, the Irish Republic, Belgium and the Netherlands all refused sanctuary to the vessel. The Class Society blamed irresponsible behaviour by coastal states and plans to meet with the European Maritime Safety Agency, flag states and marine authorities to discuss a co-ordinated emergency response system.

Marex

16 October A pre-trial hearing of Capt. Schettino opened last week in Italy with the judge to determine what evidence will be admissible at his future trial. Schettino faces allegations of manslaughter over the

deaths of 32 persons, causing shipwreck, abandoning ship, failing to report an accident to the coast guard and destroying a natural habitat.

An Aegis cruiser USS "San Jacinto" and a nuclear submarine USS "Montpelier" suffered damage following a collision off the US East coast. Both vessels were conducting routine training at the time of the incident, with submarine at periscope depth.

31 October The US Coast Guard recovered the body of a woman and the Master is missing from the replica sailing vessel HMS 'Bounty', following the vessel's sinking SE of Cape Hatteras, North Carolina, during Hurricane Sandy.

3 November As a result of the impact of Hurricane Sandy, the Obama administration has issued a blanket waiver of the Jones Act to allow tankers from the Gulf of Mexico to enter NE US ports to provide fuel resources to the region.

7 November The largest segment of the future aircraft carrier HMS 'Queen Elizabeth' has left Govan shipyard on a barge bound for Rosyth. The barge will travel south about England due to predicted bad weather on the northern route. The 11,000 tonne section contains the Engine Room and main quarters for the crew.

8 Nov Seychelles Court has found 15 Somalis guilty of piracy and gaoled them for up to 18 years. The judge rejected their defence that they were fishing and having fun as they fired RPG rockets at the tanker 'Sunshine' in the Arabian Sea.

12 November An Indian tanker, which ran aground on the coast of Tamil Nadu during a cyclone has been refloated and towed to Chennai port. Six crew members drowned when a lifeboat carrying 22 crew members capsized as they tried to escape from the vessel.

15 November South Korea has reportedly seized cargo from a Chinese vessel bound from North Korea to Syria. The cargo graphite xx is alleged to be used to produce ballistic missiles. The incident has been reported to the UN Security Council, which monitors sanctions against North Korea.

16 November Ten years after the tanker 'Prestige' broke up causing massive pollution of the Portuguese, Spanish and French coasts, the 77 year old Master, Capt. Mangoulas, is to stand trial together with the Chief Engineer, Mate and the former head of the Spanish MN, who ordered the ship to sea when it was leaking oil for the incident. The prosecution is seeking a gaol term of 12 years and \$ 4 bn damages.

19 November The US Coast Guard and National Transportation Safety Board will participate in the Italian-led marine casualty enquiry into the grounding and partial sinking of the 'Costa Concordia'. Two Americans were among the 32 persons who died in the sinking. The USCG places a high priority on the safety of its citizens and routinely participates in such investigations of domestic and foreign passenger vessels which embark US passengers both in the US and worldwide.

23 November A Malaysian tanker enroute from Pasir Gudang to Miri in Sarawak was hijacked on 17 November, but has been recaptured by Vietnamese authorities who intercepted the vessel and arrested 11 suspects on 22 November. The crew, who had been cast adrift, were rescued by fishermen.

Burns Philp

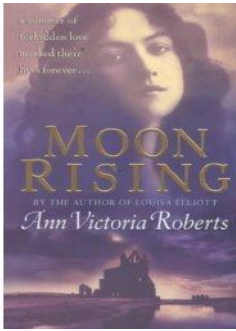
21 October German shipbuilder, Meyer Werft has secured a contract to build a 163,000 gt cruise ship for Norwegian Cruise Lines. The new 'Breakaway Plus' type will carry 4,200 passengers and is due for delivery in 2015. The Line has two slightly smaller vessels, 146,600 gt (4,000 passengers) under construction due for delivery in April 2013 and January, 2014.

4 November The British Foreign and Commonwealth Office is embroiled in a controversy over its ruling that British veterans may not accept a foreign medal if the act being recognised more than 5 years ago or if the servicemen has received or is expected to receive a UK award for the same award. The ruling excludes British servicemen from receiving the Russian Ushakov Medal for WW II service on Arctic Convoys. Australia, Canada, New Zealand and the US have granted permission for their servicemen to accept the award.

The original notes of Maurice Clarke, Marine Inspector who examined the Titanic prior to its sailing are to go to auction. The notes reveal that he considered the vessel needed 50% more boats but that if he raised the issue officially he would be 'shifted'. Clarke did not raise the issue at the subsequent enquiry into the vessel's loss.

Submitted by Capt. E. Wilson

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BOOK REVIEW

Title: Moon Rising

Author: Ann Victoria Roberts

Publisher: Arrow Books, 2000

ISBN: 0 09 928148 1

Firstly, don't be fooled by the cover – unless you read it by its colour! The colour of bruising and the architectural outline overlooking the water will give you a greater indication of the type of book you are about to embark upon. In a way, the novel is like the trees my dad used to graft in his orchard; there would be a peach tree with nectarines and apricots growing on it and you could hardly tell where any one of them began. This novel combines a chunk of the real life story of author Bram Stoker and those who peopled his world in London, with the imagined characters of Damaris Sterne and her family, friends and workmates in the east English coastal town of Whitby. It is set in 1886 and covers some twenty years. The grafting of fact and fiction is flawless.

Moon Rising is a book with atmosphere. The weather and Whitby seep into your being. A snowstorm at night impedes the arrival of a train as Damaris heads north for a funeral; a north-easterly gale with “huge waves ... battering the pier ends and breaking over the lighthouses” rages as she and Bram first meet; “wind-driven rain searched out chinks and gaps in leaking roofs and ill-fitting windows” of the lovingly depicted town; but later in the year “the mornings were glorious, with a blue misty haze over the sea”, and “life and work went on as usual. Steam tugs towed barques and brigantines in and out with every tide, and cobbles went out fishing”.

Damaris earns a frugal livelihood baiting nets, selling fish, and modelling for a local photographer while lodging with a dysfunctional family in a dismal house. Bram Stoker, married, “on hobnobbing terms with the cream of London society”, needs time out and happens into Whitby as ships are being wrecked in a violent storm. A passionate love affair ensues.

Even without knowing that Stoker authored the novel *Dracula*, readers feel tensions and rising concerns as Roberts builds word clues towards an early climax then leaves us apprehensive and unsatisfied. Time passes. Things change. The two characters' stories play out on separate stages, one in theatre, the other in shipping.

The shipping strand of the book with its time at sea and in cargo investment may delight you as much as the town and its abbey and all its steps and the walks in moonlight. The biographical strand of the writer with his theatrical connections may enthrall you as you follow his professional and personal development. The blend of fact and fictional characters, dark and light places, realities and possibilities, the novel's ever moving chain of events, add up to a most intriguing book about the writer of another most intriguing book. However, in the end, you wonder which of these characters really has the final say.

Reviewer: [Elizabeth Sandeman-Gay](#) This book was a gift to me from Ann Victoria Roberts, presented when we lunched together in Southampton two months ago, as mentioned in the previous *Megaphone*.

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By and Large – An expression meaning *for the most part*, or something that is quite well designed.

To sail **by** the wind means to sail with the wind close to the bow of the ship. To sail **large** means running free with the wind from astern.

A ship that was good at sailing in both ways could be described by saying ‘**By and large**, she is a fine ship’. **Source:** ‘[With a Pinch of Salt](#)’ – [Captain Nick Bates](#).

Santo Domingo



The oldest continuously-occupied European settlement in the Western Hemisphere and the largest port in the Caribbean Islands

Santo Domingo, on the southern coast of Hispaniola at the mouth of the Ozama River, is the capital and largest city in the Dominican Republic. It was founded in 1496 by Christopher Columbus' brother Bartholomew and originally called La Neuva Isabella, in honor of Queen Isabella of Spain. It quickly became the base from which Spanish forces ventured forth to

conquer significant parts of the Americas. Ponce de León left from Santo Domingo in 1508 to colonize Puerto Rico. Diego Velázquez de Cuéllar departed in 1511 to conquer Cuba. Santo Domingo was the starting point in 1513 for Vasco Núñez de Balboa's voyage to Panama and his eventual sighting of the South Sea (Pacific Ocean). Hernando Cortes left from there in 1519 on his historic voyage to Mexico and his confrontation with the Aztec. The original port (located on the east side of the Ozama River) was virtually destroyed by a hurricane in 1502 and was then rebuilt on the west side, which remains the city centre to this day. Francis Drake, operating as a privateer and before being elevated to knighthood by Queen Elizabeth, captured Santo Domingo in 1586 and held the city for ransom. During the English Interregnum, Oliver Cromwell sent an expedition to conquer the city. The effort failed and the expedition diverted to Jamaica, which proved to be an easier target. French forces took control of the western portion of Hispaniola late in the eighteenth century. The island and the city remained in turmoil from then until the middle of the nineteenth century. After some conflict, Spain ceded Santo Domingo to France in 1795. In 1801, rebellious Haitian slaves captured the city, which was recovered by France the next year. During the Napoleonic Era, Santo Domingo was returned to Spain, at that time ruled by Napoleon Bonaparte's brother. In 1821, the city became the capital of newly independent Spanish Haiti, which was conquered by Haiti almost immediately thereafter. Led by Juan Pablo Duarte, the Dominican Republic declared its independence from Haiti in 1844. In 1861, control of the country was returned to Spain. Following the Restoration War (1863-1865), the Dominican Republic again acquired its status as an independent nation, with Santo Domingo as its capital. Following an extended period of coups and revolutions, the United States militarily occupied Santo Domingo from 1916 through 1924. The United States also landed troops briefly in Santo Domingo in 1965 during the unrest after the assassination of long-time dictator Rafael Leónidas Trujillo, during whose reign the city was called Ciudad Trujillo. Faro a Colón (the Columbus Lighthouse) was erected at the entrance to the Port of Santo Domingo in 1992, marking 500 years since the initial Spanish landings in the New World. Today, Santo Domingo continues to serve as the largest port in Caribbean Islands, with a population in excess of two million.

Source: [Maritime Professional](#). [Dennis Bryant](#). 07/12/2012

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SS Vestris



A common passenger ship remembered for its inglorious sinking. The SS Vestris was built in Belfast and launched on 16 May 1912. Unlike the Titanic, built in a nearby shipyard at the same time, its launching received little notice because there was nothing unusual about the Vestris. At 10,494 gross tons and 496 feet in length, it was fairly typical for mixed passenger and cargo ships of the era. When built, it was rated to carry 280 first class passengers, 130 second class passengers, and 200 third class passengers. The Vestris and her sisterships Vandyck and Vauban were owned by Lamport & Holt and intended for service

between New York, Buenos Aires, and Liverpool – the so-called River Plate trade. Other than service as a troop ship during World War I, this trade was the mainstay of the ship. On 10 November 1928, the Vestris departed New York for Buenos Aires with 129 passengers and 196 crew members. On 11 November, the ship ran into severe weather off the mid-Atlantic coast. Rolling heavily, some of the cargo and the coal bunkers shifted, resulting in a starboard list. A coal port on the starboard side had been left partially open. There was some indication that the coal port was faulty, but also speculation that it was left open intentionally to provide fresh air to the hot and humid engineering spaces. Water came in through the coal port, further increasing the list. While the officers urged that a distress message be sent, the master delayed. Finally, on 12 November, the master authorized the radio officer to send an SOS, by which time the ship was listing heavily and only one boiler was still producing steam for power. Unfortunately, in the confusion, the position given in the distress message was 37 miles in error, delaying the arrival of rescue ships. The passengers and most of the crew assembled to abandon ship, all wearing cork-filled life vests. In a combination of panic and confusion, the crew launched most of the lifeboats with few passengers on board. The life vests proved of little value to those who fell into the heavy seas. Of the 129 passengers, only 60 survived, while 155 of the 196 crew members lived through the experience. None of the 13 children on board survived and only eight of the 33 women on board survived. The master went down with the ship. The marine casualty investigation was one of the first to include actual photographs taken during the distress. Due to adverse publicity, the company ceased operations the next year. The disaster was a major impetus in the rapid phasing out of cork-filled life preservers and emphasized the importance of the prompt and accurate transmission of distress messages. [Source: Maritime Professional. Dennis Bryant 27/11/2012](#)

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Aurora Australis



An Australian research and resupply icebreaker
The Aurora Australis was built in Newcastle, New South Wales in 1989 and entered service in 1990. It is owned and operated by P&O Maritime Services and is regularly chartered by the Australian Antarctic Division (AAD), the Australian government agency in charge of polar programs. The ship is 95 meters in length, with a displacement of 8,158 tons. It has a single controllable pitch propeller for

propulsion, but also has three thrusters for close maneuvering. It is capable of breaking level ice of up to 1.23 meters in thickness at 2.5 knots. There are 24 regular crew members, but it also can carry up to 116 passengers. The Aurora Australis has a cargo capacity of 1,700 cubic meters for breakbulk or up to 29 TEU containers, as well as 1,000 cubic meters of fuel oil. It also carries a fully-equipped suite of laboratories for biological, meteorological, and oceanographic research. It is equipped with a helipad and hangar for up to three helicopters. From its homeport in Hobart, Tasmania, the Aurora Australis spends most southern summers doing research in Antarctic waters and supporting the five bases that AAD operates in Antarctica: Commonwealth Bay; Casey; Davis; Mawson; and Dome A. The AAD also operates a small research facility on Macquarie Island and has an unmanned facility on Heard Island, both in the sub-Antarctic region. The Aurora Australis is occasionally chartered for other work during the southern winter. For example, in May and June 2011, it was chartered by the Department of Defence as an amphibious transport ship to support responses to humanitarian crises and natural disasters.

[Source: Maritime Professional. Dennis Bryant. #0th November, 2012](#)

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Sable Island



Graveyard of the Atlantic.

Sable Island is a tiny speck in the North Atlantic about 100 miles southeast of Nova Scotia. Shaped like a very thin crescent moon, it is 26 miles long, but less than a mile wide at its widest point. The highest elevation of its sand dunes is approximately 12 feet. Situated on the edge of the continental shelf, it lies near the great circle route between

ports in northern North America and northern Europe. Frequent fog and storms in the vicinity have resulted in over 350 documented shipwrecks on or adjacent to Sable Island. The island was first recorded by the Portuguese explorer João Alvares Fagundes in 1520, but was probably known to Portuguese fishermen previously. Some years later, a French attempt to colonize the island failed. Fishermen, sealers, shipwreck survivors, and wreckers lived on the island intermittently in subsequent years, but the first permanent human settlement began in 1801 with the establishment of a life-saving station by the Government of Nova Scotia. With the Confederation of Canada in 1867, the central government assumed control of the station and two lighthouses were erected on opposite ends of the island in 1872. The earliest recorded shipwreck on Sable Island was that of the ship *Delight* in 1583, part of the Humphrey Gilbert expedition to claim and settle the coast of Newfoundland and vicinity. The last major shipwreck was that of the *Manhasset* in 1947. The life-saving station was decommissioned some years later as it was apparent that mariners had learned how to avoid the treacherous island. Horses were introduced to Sable Island at about the time that the life-saving station was established. There are now about 400 feral horses roaming the island. The island is a National Park Reserve and may be visited only with the prior approval of the Canadian Coast Guard. The only permanent occupants of the island are employees of Environment Canada who operate the Sable Island Station, gathering meteorological and environmental data. Natural gas has recently been located offshore, leading to creation of the Sable Offshore Energy Project, a consortium that produces between 400 and 500 million cubic feet of natural gas per day.

Source: [Maritime Professional](#). [Dennis Bryant](#).. 20th November, 2012

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The Royal Caribbean's **RHAPSODY OF THE SEAS** alongside Sydney Cove Passenger Terminal, shortly before sailing for Newcastle (NSW) and Cairns - **Photo : Nick Lampe ©**

[\(Saw this in Shipping Clippings – thought I recognised the photographer!!! Hon.Ed.\)](#)

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Iranian Shipping Signals Cloak Syrian Ships

Iranian oil tankers are sending incorrect satellite signals that confuse global tracking systems and appear to conceal voyages made by other ships to Syria, which, like Iran, is subject to international sanctions. The two countries are close allies and have helped each other deal with shortages by swapping badly needed fuels such as gasoline for diesel.

Sanctions imposed on Iran to hamper its nuclear program have blocked sales of its oil to the West and made it increasingly difficult for Iran's fleet to obtain insurance and financing for deals with Asian buyers in China, India and South Korea. Western sanctions have also isolated Syria, preventing it from exporting oil, while blocking fuel and weapons imports.

Iranian state tanker company NITC has already changed many tanker names as part of its response to sanctions, though shipping experts say such a tactic would not confuse anyone in the business about a vessel's whereabouts.

A New Twist

Now tanker tracking data monitored by Reuters and shipping specialists have highlighted a more subtle twist. Large vessels must transmit their identity and location to other ships and coastal authorities using an automatic satellite communication system, but in the last month Iranian vessels sailing in Asian seas have sent signals that took over the identity of other vessels, so the same ship appeared to be in two places at once.

"It is of course possible to manipulate or falsify information in these messages," said Richard Hurley, a senior analyst at IHS Fairplay, a maritime intelligence publisher. At least three Iranian oil tankers are transmitting such false signals, effectively taking over the identity of Syrian-owned vessels traveling between Syria, Libya and Turkey. All the vessels in question were registered in Tanzania.

Iranian oil tanker **Millionaire** sent messages that doubled over a voyage made by a Syrian-owned ship, the **Lady Rasha**. In a separate instance, the satellite tracks of Iranian oil tanker **Pioneer** were mixed up with a Tanzania-flagged cargo ship called the **Talavera**, recently renamed **Chief Ahmed**, and traveling from the Mediterranean into the Red Sea.

Despite all the paired vessels appearing to be registered under Tanzanian flags, officials in mainland Tanzania and Zanzibar denied holding any information on the vessels. They have directed queries to a shipping agency in Dubai, Philtex Corporation, which they say registered some Iranian ships under the Tanzanian flag without their knowledge.

Philtex confirmed it had registered the Syrian-owned **Lady Rasha**, but could not provide details on the Iranian tankers in question.

False Data

Peter Blackhurst, head of maritime security at Inmarsat, which provides satellite communication services, said a ship could get its Global Positioning System (GPS) to give false data, including pretending to be another vessel. "That equipment is programmable one way or another," he said, adding that he had come across data manipulation by ships involved in illegal fishing or waste dumping.

Syrian-owned **Lady Rasha's** satellite track first mixed up with the Iranian-owned oil tanker **Millionaire** on October 20, when the tanker began transmitting the same signal as the cargo ship. **Lady Rasha** was then docked in Benghazi, Libya. The **Millionaire** tanker was sailing in the Indian Ocean.

To do this, the **Millionaire** changed its MMSI, a message that contains both location and identity data, from 572450210 to match the **Lady Rasha's** number: 677030700. Although the **Lady Rasha** sent signals during its journey across the eastern Mediterranean, its identity was overwritten by the Iranian ship, which was also sending position signals of its own from the Indian Ocean.

As a result, the **Millionaire** appears to be undertaking two parallel journeys thousands of miles apart, while the **Lady Rasha's** track is not plotted. On one track the **Millionaire** can be seen sailing the **Lady Rasha's** course in the Mediterranean, and on the other it is powering through the Indian Ocean from east Asia back to Iran. However, another piece of

identification data, the IMO, can't be changed, and that, too, is sent with every message on position, which enabled vessel-tracking experts to detect that signals came from two different ships.

Mystery Crates

A day after the **Millionaire's** MMSI changed, the **Lady Rasha** left Libya and arrived in Syria on October 26, the Tartous port authority said, where it unloaded cattle and crates, the contents of which the Syrian port authority said were not known. The **Lady Rasha** is owned by ISM Group, according to the Syrian port authority at Tartous, a firm that came under the spotlight after Lebanon seized one of its ships with three containers filled with weapons earlier this year, including explosives with labels indicating their origin as Libya. The port authority at Tartous confirmed the **Lady Rasha** had called there and the **Millionaire** had not, but a senior NITC official denied the Iranian tanker had sent out signals that belonged to another ship.

The **Lady Rasha's** owners could not be reached for comment, while the agency that registered the vessel with Tanzania said it was unaware of the duplicate signals. "We have no idea and we cannot justify why they are emitting the same satellite signals," said Jocelyn Acosta, director of operations at registering agency Philtex Corporation.

Acosta said Philtex cooperated with requests made by United States government agencies and others to identify a ship's owner and had deregistered a number of vessels accordingly. [Source : VOA News. Shipping Clippings.](#)

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Costa Concordia wreck an accident, not crime, captain says.

The fifth estate reports 'black box' evidence appears to support captain's story

The Italian cruise ship **Costa Concordia's** captain suggests he has been unfairly blamed for both the shipwreck that killed 32 people and for appearing to abandon ship prematurely, CBC's the fifth estate reports in an exclusive documentary airing Friday. In an interview, **Capt. Francesco Schettino** describes to the fifth estate's Bob McKeown how he believes that the ship wasn't on the course he had ordered and how he believes a helmsman's brief error contributed to the problem. As well, Schettino says that evidence from the ship's recovered "black box" appears to support his contention. Watch the fifth estate's documentary about **Costa Concordia** this Friday.

"It's not a crime, it's an accident," he says. "And there is a difference between crime and accident. In this case, it's being treated like a crime, and I don't understand why." Schettino had ordered a sail-past "salute" to the island of Giglio on the evening of Jan. 13, travelling parallel to the shore at a distance of about half a nautical mile. When he arrived on the bridge to command the salute, however, he said the ship wasn't on the course he had ordered. As he took control and turned the ship, he saw foam and realized he was in shallow water. The **Costa Concordia** had in fact been heading at full speed toward rocks. As the black box indicates, Schettino says, he ordered a turn to port, to the left, but it appears the opposite happened. Shortly after, the aft section of the ship struck rocks in the shallow water, and a 35-metre gash was torn in the hull below the water.

Schettino told the fifth estate that he delayed ordering the passengers to abandon ship because he didn't want to create panic. He says that there was also the expectation that they would be safer closer to shore where they could be rescued. The moment that you do that, you do that only when you are sure that it's more dangerous to keep them on board," he says. With the ship still in motion toward deeper water, it would have been dangerous to man the lifeboats, the captain says.

"It's only one passenger that starts to give the example to jump overboard, and you can provoke a kind of hysteria. Mass hysteria. And that would have been the worst thing to happen."

Removal of passengers

In the end, the **Costa Concordia**, now without power, drifted into shallower water against rocks near Giglio and began to tilt severely to the right. The salvage of the ship continues, as do numerous lawsuits against the owners. Charges of negligent manslaughter against Schettino are pending, as a judge in Italy decides whether to proceed. Schettino was accused after the wreck of trying to abandon ship before the passengers were off. However, he says that while he was co-ordinating the evacuation of the ship, he accidentally slid off the side of the listing ship and onto a lifeboat.

When the famous conversation with Italian Coast Guard commander Gregorio de Falco took place, in which the captain is upbraided and ordered back on to the ship, Schettino says the passengers on the submerged side of the ship were already off. The problem was to get to those on the high side, on the left. Where Schettino and his crewmembers were, they were at risk of being crushed by the still-listing ship, he said.

"We had no other option, because we were on the starboard side, the sinking side of the ship," he tells McKeown. "We were forced to go: otherwise we would have died." To be sure, suspicions about Schettino's actions that night remain, and the fifth estate talked with survivors such as Laurence and Andrea Davis, who live in Calgary.

"I saw too many bad things happen to panicking people," Laurence Davis says. "They were getting hurt, injured, people falling between lifeboats." With lifeboats either full or gone, the Davises were faced with the decision whether or not to jump into the cold water. "During all these emotions, I never did think we were going to die until I was standing on that deck and the water started coming over my feet," Davis says. "That was the first time I said to myself, this is the end. And this is why I looked at Andrea and said, well, sink or swim." Eventually — they don't remember how long it took — they reached the rocks and safety. As for Schettino being blamed in Italy and elsewhere, the captain seems at a loss to respond. "I cannot feel responsible," he says. "Of course I feel sad for that, but it's something that I can deal with, because I know that it's not the truth. And I know that one day, the people — that this is the beginning of this. We will start to make clear on the dynamic, all the circumstances that led to happening to this accident."

Source : [CBC News. Shipping Clippings.](#)

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Voyager of the Seas at Circular Quay Passenger Terminal – 24th November, 2012