



The Log

Newsletter of the Melbourne
Branch of the Company of Master
Mariners of Australia

July 2013

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*The Geelong Harbour Master's launch hides
amongst the boys toys at the local marina*

Master

Her Excellency Ms Quentin Bryce,
Governor General of the
Commonwealth of Australia



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From the Branch Master

Hi members,

Greetings from Victoria's southwest, more specifically what Joanna and I (always the comedians) have lovingly termed 'the dairyarea of Australia'.

We mean it in the nicest possible way, of course – we have moved into a little flat right on the clifftop with a wonderful view out onto the anchorages and, at the moment, the Southern Right whales. So it rains more here – a lot more, but it's also green and lush and the beef and lamb is definitely a cut above.

It is an interesting change being at a port where the most pressing daily challenge to shipping is whales in the harbour! Not actually the easiest issue to counter, either, as the whales aren't really very interested in the smooth operation of Victorian trade and commerce!

The other significant issue facing Portland is swell caused by long period waves, which can keep us all on our toes under certain weather conditions due to the angle of some of the berths to the sea. Thanks to modern technology we are these days well warned as to when long period waves are on their way, although only the old fashioned method of good lines management can minimise the surging and keep the ship safe alongside.

It is also good to see there is a dedicated and

active Mission to Seafarers operating here in Portland, although funding is always an issue, as it is everywhere. There is a strong bunch of volunteers, and it is good to see that the local employment access office favours placing 'career link' clients at the Mission (for instance driving the van), as it is seen as a positive, meaningful and useful work placement.

I was told that for those who have been out of work for some time, the placement at the Mission is successful in giving them a real sense of purpose, and also helps put their own circumstances in perspective through their conversations with the seafaers they meet on the job.

Back to company business, I'd like to thank my deputy

Francis Castellino for doing double duty last month, both running the court meeting and also shouldering the speaker duties.

Finally I again urge you to diary the important Operation Pedestal ceremony at the Maltese Shelter of Peace on August 11th. It is a very moving ceremony, and as our involvement as master mariners is centre stage to the historic events, our presence is much valued by the Maltese organisers. Do please consider joining the few regular stalwarts of this event.



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News

Feedback wanted on draft marine order – Marine pollution prevention – air pollution

The Federal court has asked for the branch's response to the *draft reissue of Marine Order 97 (Marine pollution prevention – air pollution) 2013* with a view to providing some feedback to AMSA by the end of the consultation period. We do apologise that there is minimal time left for this

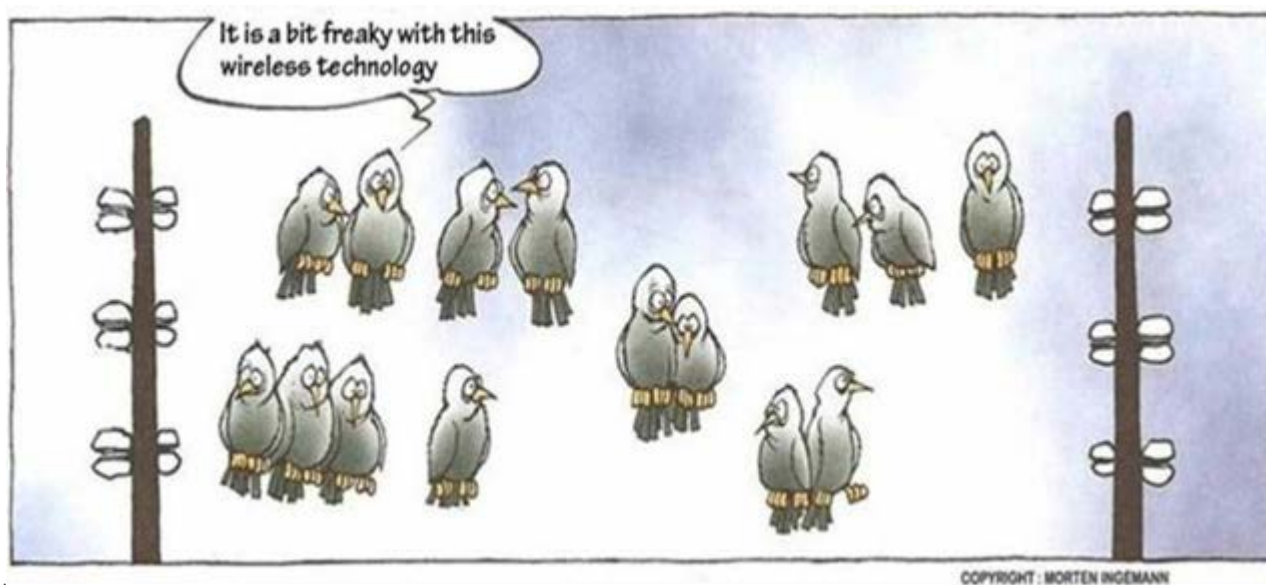
due to the lateness of the newsletter this month, but if you are interested in reviewing this order and providing Alex with feedback before the end of this month, please ask her for the entire marine order, which she has available on email. Her email is alex@baysideshipping.com.

The case of the missing minutes

You may notice the minutes of last month's court meeting are absent from the newsletter this month. This is a permanent change to The Log, as the court has decided the minutes contain private information, including the branch's finances, and should be protected from widespread distribution.

The issue came to light after we realised our entire log was being published online overseas by a fellow company, to whom we sent it as a courtesy.

From now on, the minutes will be in a separate document, which should arrive alongside The Log each month.



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Maritime Museum can find a home for your seafaring treasurers

Do you have a priceless piece of maritime memorabilia that you are afraid the grandkids might not appreciate? Never fear – a safe home can be found for it at the Maritime Museum of Victoria.

The entity was established in 1993, by the then Minister for the Arts Hon Haddon Storey, at a small ceremony on board the Alma Doepel. The basic philosophy, according to chairman and CMMA member Dick Francis, was to establish a multi-site museum where visitors could see maritime artifacts and materials in a location to which they are relevant. This would make more sense of the material than if it were displayed in some more central location remote from the area to which it referred.

The Museum now consists of sixteen autonomous member museums in different areas of Victoria:

1. Flagstaff Hill Maritime Village – Warrnambool
2. Geelong Naval & Maritime Museum
3. HMAS Castlemaine (1942) – Williamstown
4. HMVS Cerberus (1868) – Black Rock
5. Pioneer Settlement – Swan Hill
6. Polly Woodside Maritime Museum
7. Gippsland Regional Maritime Museum – Port Albert
8. Port of Echuca
9. Portland Maritime Discovery Centre
10. Port Welshpool & District Maritime Museum
11. Queenscliffe Maritime Museum
12. Bay Steamers Maritime Museum (Steam tug Wattle)
13. S/V Enterprize – Melbourne
14. Cape Otway Light Station
15. Seaworks Maritime Precinct – Williamstown
16. The Mission to Seafarers – Melbourne

Each member appoints two delegates to a board of management which organises publicity for members, unites all members in matters of maritime interest and holds bi-annual conferences. The next conference will be in Echuca in February 2014 and the theme will be ‘Life and Legends of the River’. The present Chairman of the Board is Captain Dick Francis.

Recent activities of the MMV have been directed toward the correct expenditure of funds allocated to the HMVS Cerberus, saving heritage vessel moorings in Portland and finding a new home for the National Trust Maritime Reference Library. This is now housed at Seaworks in Williamstown. Any CMMA members wondering about what to do with their collections of nautical literature now know where they can find a good home for them!

In Memoriam

Sadly we yet again have to say a final farewell to a Melbourne Branch CMMA member.

Captain George William Smith died in May 10 this year at 97 years of age. Captain Smith was a former director of Victorian Stevedoring and worked as an occasional consultant for the company after it was taken over by Patricks. Our condolences go to Captain Smith’s family, and our thanks to them for informing us of his passing.



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Events



CMMA monthly luncheon

Place: CQ, 113 Queen St, Melbourne

Time: 12:00 hrs for 12:30 hrs

Cost: \$40 members, \$50 non-members. RSVP to Alex Everard before meeting day.

Comments: This month's speaker is the new CEO of the Port of Hastings Development Corporation, Mike Lean, on future plans for that major development.



Annual ICS Ball

Place: Waterfront Venues Melbourne, Level 1, cnr Doepel Way & New Quay Promenade, Docklands VIC 3008

Time: 19:00hrs – midnight

Cost: \$125 (member & partner), \$110 (ICS student & partner), \$140 ea non member.

Comments: Dress black tie.

Please RSVP and pay by August 1. 2013. See registration form at the back of this newsletter.



Operation Pedestal

Place: Maltese Shelter of Peace, opposite the Melbourne War Memorial, Birdwood Avenue.

Time: 11:00 am – 12:30 am (optional lunch to follow)

Cost: Cost of lunch.

Comments: Annual commemoration of the Maltese Convoy, Operation Pedestal. Master Mariners invited to march behind the CMMA flag, while the branch master will lay a wreath and read the list of merchant ships in the convoy during the ceremony. Members are invited to a CMMA lunch afterwards at the Botanic Gardens café.



Upcoming speakers...

Clear your calendar on the last Wednesday of each month for the following speakers, who have kindly committed to speaking to us.

- Bob Iversen, The Mental Health of Seafarers - August
- Joint Function - CoMMA, MLAANZ and NI - MLC 2006 (AMSA) - September



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Noticeboard

Can you find us a frog?

OK, so the chances aren't great, but just in case you for some reason have a frog in your attic, or know someone who has one tucked away, CMMA is looking for one.

The 'frog' in question is not, of course, of the croaking variety, but a flag holder for use in parades. Our handsome flag is given pride of place during Maltese commemorations and also on Seafaring Sunday, but we are becoming conspicuous for not having the correct accessories. Please let us know this month if you can help us locate one!



PLEASE JOIN THE MISSION TO SEAFARERS FOR



Proudly supported by



JACK L KOSKIE "THE SHIPS THAT SHAPED AUSTRALIA"

To be officially launched by Dr Henry Hudson, Chairman of Maritime Museum of Victoria

FRI 5TH JULY 2013 6PM FOR 6.30PM

For catering purposes please RSVP by Thursday 4th July andrea@missiontoseafarers.com.au



Open daily 11am-4pm

UNTIL JUL 29 2013

The exhibition includes famous vessels of discovery, sail and pioneer steamships, and contemporary craft.

Koskie, a professional artist and teacher completed the series during the 1970s and 80's, for his book 'Ships that Shaped Australia' published by Angus & Robertson, Sydney in 1987. The collection was recently presented to the Maritime Museum of Victoria. The MtSV proudly presents this exhibition as part of its ongoing commitment to promoting and preserving our rich maritime heritage.



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CARING FOR SEAFARERS
IN VICTORIAN PORTS SINCE 1857



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Speaker summary

Last month deputy Branch Master Captain Francis Castellino, an OCI investigator, presented the findings of the Italian Ministry of Infrastructures and Transports' Costa Concordia accident report.

On the evening of 13 January 2012, m/v Costa Concordia was on a scheduled Mediterranean cruise with 4229 persons on board. At about 2145 the vessel came in contact with Le Scole reef off Giglio Island. The vessel's speed was about 15.5 knots. The force of the impact ruptured the hull below the waterline over about 53 metres, simultaneously flooding five adjacent watertight compartments. As a result the vessel lost all propulsion, steering and electrical power. Costa Concordia slowly drifted towards the shore off Giglio Port where it ultimately sank, resulting in 32 fatalities and 157 injured. In addition about 2,000cbm of oil escaped from the vessel.



The investigation found that poor Bridge Resource Management led to the vessel colliding with Le Scole Reef. The Master amended the passage plan allegedly at the behest of the Hotel Director, to pass close off Giglio Island despite not having the appropriate small scale charts for that area. The intention was to sail parallel to the island, which required an alteration of course by about 80° to starboard but the vessel made a series of 5° to 10° alterations of course to smoothen the turn instead of definitive rudder angle movements. This manoeuvre caused the vessel to drift about 0.5nm inside the course line. None of the Bridge Team was monitoring the vessel's passage, nor questioned

the Master's manoeuvres. There was also a delay in activating the general emergency plan as denoted in the vessel's Safety Management System. The investigation concluded that had the vessel activated this plan as soon as it became apparent that the hull was breached, many more lives could have been saved and injuries prevented. It was also found that the passengers' resort to social media provided the shore authorities updated emergency information in advance of the vessel's official comms. Stability wise, the investigation found Costa Concordia could have withstood three adjacent watertight compartments being flooded and had there been power to operate the bilge pumps to the affected sections (1,000cbm/hr), it would have delayed the vessel sinking but could not have prevented the final outcome.

The Report recommended additional human factors training and technology to assist decision making. It also recommended improvements to vessel design and technology to improve hull integrity and prevent sinking due to flooding. In concluding, the speaker opined that the investigation would have verified the authenticity of media reports but not necessarily included them in the final report if they could not be substantiated or were considered inconsequential to a safety investigation.



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Member's Lounge



This is the place to escape to for a laugh, to share a memory or a good yarn, or perhaps an idea, opinion or even a gripe with your fellow members.

Not all members can attend meetings, so consider this your 'monthly catch-up on a page'.

Contributions are welcome... email joanna@northandtrew.com or phone me on **03 5250 6323**

Blowing the whistle on... whistles. I'd love to hear your comments / personal experiences!

Dear Joanna,

In the last edition of The Master Mariner, was an article by a Stuart Ballantyne. Whilst I agree with the major part of his paper with regards to tonnage, I feel that he is sadly misinformed regarding the nature of the whistle on the lifejackets. Obviously, they cannot be heard by a helicopter. That is not their purpose. Their purpose is for survivors in the water (not all manage to board a lifeboat or raft) to find one another either in the dark or when there is a heavy sea running. As survivor myself (Tresillian on Churchill's 80th birthday, with loss of 24 dead out of 40), I can attest to the fact that a survivor can only see the next wave when he is top of another one – before sliding down into the next trough. Yes it was winter North Atlantic. There is nothing worse than "academic sailors" trying to dictate to the rest of us.

During my recent stints in hospital, I must have missed the proposed talk on Maritime Law and the Dept. of Transport as I would have attended. Marine Orders are full of "penal clauses" which state that a Master can be fined or even go to jail, if instance the Hospital Door is not the right size. Nothing about the ship's architects, builders or even the owners being penalized.

-Regards, Henry Leighton

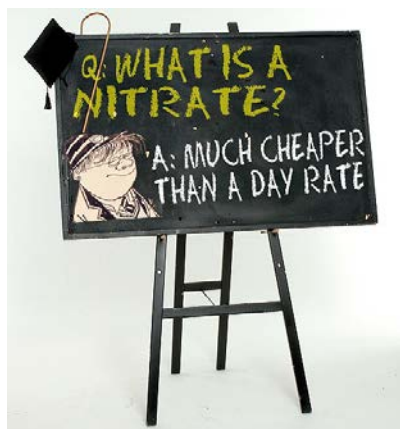
Funnies from Facebook Land...



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More reasons teachers are still drinking!!!



Where was the American Declaration of Independence signed?

At the bottom.

What happens during puberty to a boy?

He says goodbye to his childhood enters adultery.

What is the meaning of the word 'varicose'?

Close by

What is the highest frequency noise that a human can register?

Mariah Carey.



Joanna works in an office. Her computer is a stand-alone system. What is a stand-alone computer system?

It doesn't come with a chair

Steve is driving his car. He is travelling at 60 feet/second and the speed limit is 40 mph. Is Steve speeding?

He could find out by checking his speedometer.

Name one of the early Romans' greatest achievements.

Learning to speak Latin.

Name six animals which live specifically in the Arctic.

Two polar bears
~~Three~~ Four Seals

How does Romeo's character develop throughout the play?

It doesn't, it's just self, self, self, all the way through.

Name the wife of Orpheus, whom he attempted to save from the underworld.

Mrs Orpheus

Why would living close to a mobile phone mast cause ill health?

You might walk into it.



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Industry issues

Shipping capacity growth breaks below 7%, first time since 2009

Capacity is an important factor that directly impacts companies' top line (revenue) in a highly commoditized industry, like shipping. When capacity grows faster than what's demanded, competition rises among individual shipping firms as they try to use idle ships and cover fixed costs. This lowers day rates, which negatively affects bottom line earnings, free cash flows, and share prices for companies such

as DryShips Inc. (DRYS), Diana Shipping Inc. (DSX), Navios Maritime Partners



The *Nectar* outbound from Melbourne - Photo : Dale E.Crisp ©

Inc. (EGLE) and Safe Bulkers Inc. (SB). Dry bulk capacity, measured in DWT and published weekly by IHS Global Limited, grew 6.63% year-over-year for the week ending June 28th, while year-over-year growth using last four weeks of data fell to 6.85%. This is the lowest increase the dry bulk shipping industry has experienced since the end of 2009. Shipping capacity had a huge run over the past two years, driven by large placements of new ship orders as companies expected global trade growth to continue at a record, led by China's massive investment led economic growth. The fact that capacity growth fell below 7.0% is a relief to the dry bulk shipping industry as growth has flirted around 7.0% for a while, which is higher than China's dry bulk demand

growth of 4.5% reported during the first quarter of 2013 by RS-Platou, an international ship and offshore investment bank. Lower capacity growth may give investors some excitement and bid the stock prices of dry bulk companies such as DryShips Inc. (DRYS), Diana Shipping Inc. (DSX), Safe Bulkers Inc. (SB), Eagle Bulk Shipping Inc. (EGLE) and Navios Maritime Partners LP (NMM) up. Such development, in addition to higher ship orders, have supported these companies during the first half of this

capacity growth is still a negative for dry bulk shipping companies' revenues, because it will continue to put pressure on shipping rates, which negatively affects earnings and medium-term share prices, especially if several of their maturing contracts were drafted out above current market rates. Risk of lower-demand growth is also rising as the interbank repo rate for Chinese banks skyrocketed to a record recently, which usually paints a negative outlook for China's economy in the future. If investors (the market) start to focus more on short term fundamentals and become more risk averse, share prices of dry bulk shipping companies will likely fall in the short-term. Nonetheless, a crash like 2008 is unlikely.

Source: Market Realist



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The Chairman and Committee of
THE INSTITUTE OF CHARTERED SHIPBROKERS
Australia & New Zealand Branch

Cordially invite you and your colleagues to the



When _____

Friday 9th August 2013
7:00 pm to 12:00 pm

Where _____

Waterfront Venues Melbourne,
Level 1,
Cnr Doepel Way & New Quay
Promenade
Docklands VIC 3008

Dress _____

Black Tie

Price _____

Member & Partner - \$125 ea
ICS Student & Partner - \$110 ea
Non-member - \$140 ea

Registration _____

RSVP:
Thursday 1st August 2013

Please forward your completed
registration form to the
secretariat at your earliest
convenience.

Sponsored by:



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