



The Log

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

September 2013

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The Mission for Seafarers courtyard decked out for the Christmas party last year. Details of this year's party have just been released – make sure there's a seat for you!

Master

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



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From the Branch Master

Well a change of government always means a little uncertainty in any industry. Personally I am feeling as relieved as the Navy Headquarters staff must be. My relief stems purely from the selfish fact that I ordered a novated lease car the day before Kevin Rudd made his happy little announcement that he was cracking down on the tax benefits of said perk. Still, that's a very narrow view on the result, as only time will tell how many election promises the new mob will keep and how many little surprises may be in their costings that the commentators didn't snuffle out in the day or two they were given to do it!

I suppose I should be excited by the fact I actually got to vote for the first time, but I have never seen a more complicated voting system – I have no idea whether I influenced the result in the way I intended, or did entirely the opposite! I also find enforced voting a rather interesting concept in a democracy!

Spring turned up for a little while and although it has settled back into winter a bit, it is time to look forward to some more social dates on the calendar. Counting down to Christmas is the Seafarers' Sunday service at the Cenotaph (for a change) and the great lunch afterwards at Young & Jackson, the Melbourne Cup and of course our own

Christmas party – which is shaping up to be another great night – this time there is a fun French courtyard theme. So make sure you plan to join us at la Mission for a little Ooh La La and a dash of something fittingly festive and fizzy (and free).

To whet your appetite I have suggested some photos from last year's party be included in this newsletter – in case you didn't manage to join us last year.

It is great to be able to announce in this newsletter the awarding of an honorary membership of the branch to Capt John Turnbull. John has served the branch and federal courts in several essential capacities. John is a details man and has an extremely thorough understanding of the constitutional complexities and due processes that the Company must follow, as well as the history of the

branch, the result being a thorough written history which he completed fairly recently. John was my go-to man when I took on Branch Master duties and I thank him for being so generous with his knowledge and time, even when I know he was suffering greatly with back problems. The entire Company owes him a debt of gratitude for being the one person prepared to take to the the recent constitutional changes with a fine-tooth comb, the result being a much improved version. Thanks again John.



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News

CMMA gives generously to seafarer's mental health project

A CMMA initiative to raise funds for a local project which is aimed at improving understanding and support for seafarers suffering from depression and other mental health issues has resulted in \$1500 being given to the cause. Bob Iversen, from Melbourne South Rotary, has almost single-handedly driven the project, which has resulted in information brochures being printed in a number of languages and made available to visiting seafarers. The full story of Mr Iversen's project is in the Speaker Summary section of this newsletter, but when he was suggested as a potential speaker for a Melbourne Branch meeting, secretary Alex Evered came up with the idea of not only donating Melbourne branch money to the cause, but approaching other branches of CMMA as well, which she duly did. Alex also arranged for a Lloyds List representative to be present at the talk when the donation would be made, in an effort to get the project and CMMA some more publicity. Alex admitted to being disappointed that she did not hear back from other CMMA branches so was pleasantly surprised to be informed by Mr Iversen on the night that both the Brisbane and Western Australian branches had also donated

\$500 to the cause – matching the amount presented by Melbourne on the night. South Australia has since donated \$100. The CMMA donations means the \$10,000 needed for a re-print of the popular brochures has now been reached and this vital resource will hopefully be back in the hands of the sailors who so desperately need it in the not too distant future.



Above: Bob Iversen from Melbourne South Rotary points out to CMMA Melbourne Branch Secretary Alex Evered some of the important information in the brochures designed to help seafarers work through depression and mental health problems. In return for his efforts for this worthy cause, Mr Iversen was presented with a \$500 cheque on behalf of Melbourne members. He also received \$500 each from the Western Australian and Brisbane branches and \$100 from SA. Mr Iversen was also very thankful to the many other supporters, including Lloyds List, Rotary, Port of Melbourne, Brisbane Marine Pilots, Inchcape Shipping Services and Shipping Australia Ltd.



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Former Branch Master granted honorary status

The Melbourne Court recently unanimously voted to grant honorary membership to Captain John Turnbull.

Capt Turnbull joined CMMA in 1997 and became the Hon Branch Secretary in 2002. The next year saw the untimely death of the Federal Secretary, Capt Pat Blamey, and Capt Turnbull put his hand up for that position, serving in this capacity until 2007.

But that wasn't enough for John, who also served as Melbourne Branch Master in 2005, succeeding Capt Tim Muir. He was branch master for the next four years.

Capt Turnbull, who lives on a lifestyle block outside of Geelong, originally hailed from Leeds, being educated at Roundhay School and HMS Conway.

He went to sea with Alfred Holt & Co (The Blue Funnel Line), emigrating to Australia in the mid 60s.

His seagoing career continued with the Broken Hill Pty Co Ltd (BHP), after which he came ashore with BHP in Port Kembla and shortly after transferred to Newcastle.

After undertaking project work in Victoria, Western Australia, South Australia, Queensland and New Zealand, he transferred permanently to BHP Head Office in Melbourne as General Superintendent Transport.

Capt Turnbull left BHP in the mid 80s to become, for a short period, Master & General Manager, Nauru Pacific Line for Government of the Republic of Nauru – a most interesting posting I am sure.

He then moved to East Gippsland and started his own business serving the offshore oil, commercial fishing and recreational boating industries – in his own words doing anything and everything!

He served on a State Government Advisory Committee related to operation of Regional Ports, and joined Port of Melbourne Authority as Marine Officer, Gippsland in the late 80s, before transferring to the Marine Board of Victoria as Director, Navigation Safety, finally retiring from that position in 1999.

As well as his CMMA membership, Capt Turnbull became member of Chartered Institute of Transport in 1975 and was elected Fellow in 1982.

He is an avid Rugby Union follower and somehow found the time to take up refereeing after coming ashore, during which he has refereed in New South Wales, South Australia and Victoria (up to the age of fifty!) He was founding President of the Victorian Junior Rugby Union Referees Association.



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Celebrating the launch of the Nautical Institute's new handbook on coping with piracy during the recent Tall Ships festival are (from left) Bridget Hogan (NI), Barbara Campbell (captain, Lord Nelson), Rob Buck (Port Philip Sea Pilots), Gary Wilson (NI & CMMA) and publisher Alex Baird.



A good turnout of around 30 CMMA and NI members gathered earlier this month to hear AMSA's ISM auditor Tim King explain the new Maritime Labour Convention. The format of a talk with drinks and nibbles, and some new faces to talk to appeared to be well received, and more joint functions in this format may result.

Noticeboard

VRCA renews sponsorship of The Log

The Melbourne CMMA family once again thanks the Victorian Regional Channels Authority for continuing its sponsorship of The Log. This sponsorship enables those members of CMMA who do not have email to receive their monthly edition in print form in the post. VRCA is a very generous supporter of CMMA and we greatly appreciate the company's support.

Port of Melbourne CEO announces retirement

Following a decade of service in charge of Australia's largest container and general cargo port, Port of Melbourne Corporation (PoMC) chief executive officer CEO Stephen Bradford will retire this year. Appointed in January 2004, Mr Bradford guided PoMC through the successful completion of the Channel Deepening Project as part of a billion-dollar port investment program, to become one of Victoria's leading infrastructure agencies.

Mr Bradford will remain as CEO until his retirement later in the year.



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Save
the
date!



Institute of
Marine Engineering,
Science & Technology

IMaEST

Save
the
date!

Start your 'festivités de Noël' in the magnifique French courtyard at la Mission to Seafarers'

CMMA and IMaEST are once again offering up all the Christmas Spirit you need to get through the festive season, so save the date!

Just like last year, we've planned a jolly night full of great food and music, laughter and good cheer, washed down with complementary Champagne cocktails.

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

*Featuring
l'accordéoniste
extraordinaire
Phillipe!*

Vive La France!

The best French entertainment

*Goodwill to all
Seafarers raffle*

LARGE prizes

- All proceeds to the Mission -

Plus other acts of
Joie de Vivre

*and champagne...
à la vôtre!*



Booking and payment information
will be circulated when all details
are finalised

Friday, November 29
6.30pm - 10.00pm

717 Flinders St, Docklands

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

Tickets \$60

(members & spouses)

Non-members \$65

Price includes:

Canapé

Champagne cocktails

Hot buffet dinner

Gourmet patisserie

Tea & coffee

Branch Master's Christmas cake

** Non-alcoholic, vegetarian & gluten-free options available*



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Events



RAN International Fleet Review

Place: Sydney Harbour

Comments: If you are heading to Sydney, this is a rare opportunity that shouldn't be missed. In fact it's a very good reason to head for Sydney. If any members are lucky enough to view this spectacle, please bring back some photos for Log!



ANL Maritime Art Prize

Place: Mission to Seafarers, 717 Flinders St, Docklands

Time: 12:00 – 19:00 hrs Tues to Sun

Cost: Gold coin donation

Comments: Australia's premier maritime art competition exhibits in the Mission to Seafarers until October 27. All artworks are for sale, with funds going to the Mission.



Seafarers' Sunday Service

Place: The Cenotaph, Shrine of Remembrance

Time: 10:30 hrs

Cost: Free

Comments: This year the service is a seafarers' commemorative service and wreath laying, due to the Cathedral being unavailable. Guest of honour is Deputy Chief of Navy, Rear Admiral Michael van Balen, who will bring the RAN band. The white ensign will be paraded, so please consider attending this flagship occasion. RSVP Allan Knot on 03 5250 6148, or knott@melbpc.org.au by Monday October 14.

Tim Muir Service Lunch

Place: Chloe's Restaurant, Young & Jackson Hotel, Flinders St.

Time: 12:30 hrs

Cost: \$40 – drinks at bar prices

Comments: Seats are always limited at this popular and delicious post-service luncheon, so book yours asap by emailing Nigel Porteous at nporteous@aspships.com.au by Oct 17, or phoning him on 03 9211 9379.



NOTE!! Change to usual calendar

Don't forget there is NO monthly meeting at the end of this month, as it was replaced by the joint CMMA/Nautical Institute meeting held on September 10.



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Speaker Summary - July

In July the newly-appointed CEO of Port of Hastings, Mike Lean, spoke on the port's ambitious development plans. Mr Lean comes from a career in the Army and in BAE Systems.

Victoria has the largest container port in the country, with Port of Melbourne's capacity being 2.5m TEU compared with Sydney Ports' 2m TEU. The proposed Port of Hastings' vision is to have a minimum capacity of 9 million TEU by 2060. Clearly this will make it a major international container port; serving many of the Victorian and South East Australian import and export needs, as well as transshipment cargoes.

The Port of Hastings Development Authority has the responsibility of leading this development. Mr Lean explained the authority's values were to achieve this massive task through leadership, integrity, respect and sustainability. Underlying these values is a clear list of behaviours, mostly aimed at building a strong team environment. The port's development is seen as

complementing the Port of Melbourne by increasing both capacity and competition, both of which are seen as being beneficial to the Victorian economy.

Mr Lean then outlined the justifications for a new port in more detail. Port of Melbourne is expected to reach capacity at 5m TEU by the mid 2020s, while demand in the region will reach 8m TEU shortly after this. Addressing the balance is seen as important if Victoria and South East Australia is to retain its competitive position in the freight industry. The Victorian Government's plan is to have initial capacity

developed at Hastings within 10-15 years. Future needs have been broken down into the predicted split between 40ft and 20ft containers and where the cargo will be needed with the vast majority of future containers into Hastings being moved around the Melbourne metropolitan area.

Mr Lean described the layout of the Port of Hastings development, explaining that the container port focus

was for development at at Long Island, while Crib Point will be maintained as a liquid berthing facility along with the gas facility at Long Island. Stony Point is the current port operations centre, maintenance base and French Island ferry terminal.

He then detailed the container port project, which includes determining the location, construction and layout of the terminal, infrastructure development, integration with logistics

networks (eg road and rail) and planning the terminal's own logistics area. This supply chain part of the equation is significant; involving 3,500ha – the largest amount of port-related zoned land in close proximity to a container port in Australia.

The cost of this major project is obviously of interest. The State Government has so far committed \$110m for development works over the next four years. Mr Lean explained that the timeline for the project was: Project scoping 2013-2014, feasibility 2014-2017, procurement 2017-2018, development 2018-2025.



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Speaker Summary - August

Our August speaker was Melbourne South Rotarian and former fisheries biologist Bob Iversen , who is on a crusade to tackle the issue of mental health in seafarers.

Bob started his talk by explaining some of the main triggers for depression in seafarers. The list is long, and includes loneliness, separation, stress, fatigue, lack of shore time, short turnarounds, job security, cultural differences, abuse, criminalisation and piracy.

He presented statistics on the number of seafarer suicides. For example between 1960 and 2009 there were 17,026 total deaths, of which 1,011 were suicides (5.9%). This is almost four times the number of suicides in Australia during that time. There are more than 100 suicides per year over the world's merchant fleet. This figure does not include disappearances overboard, of which experts believe around 50% are suicides.

Once he decided to do something about this issue, Mr Iversen he realised he needed to reach ship owners, operators and governments in cost terms. However he soon realised little research had been done in this area, so he did it himself.

This was achieved by working out all the costs involved with the loss of a seafarer to suicide, using Drewry's data as a basis. Calculating the daily cost of operating different sized vessels, and therefore putting a price on delays caused by a seafarer overboard or unavailable for work, and

applying that to one particular disappearance of a ship's master in Australian waters, Mr Iversen came to a figure of between US \$50,000 and \$100,000, which industry experts have suggested is on the conservative side.

In 2009 the Rotary Club of Melbourne started their project to improve seafarer's mental health. The idea was to create booklets that would be distributed to officers and crew via shipping agents. The content was provided by Beyond Blue, and the concept was mapped out in conjunction with the Melbourne Port Welfare Association.

The booklets include information for both depressed sailors and their colleagues, as well as assessment checklists and hotline numbers. The first printing provided information in English, Chinese, Tagalog and Russian – languages which 85% of seafarers visiting Melbourne speak. The first booklets were

distributed in five ports near Melbourne, but the new publication will be delivered into 17 ports thanks to increased support from the agents.

Similar booklets have now been produced by the International Committee on Seafarers' Welfare – London, and it is Mr Iversen's hope is that such material will soon become available worldwide.



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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**

Feedback from July meeting

Sorry this feedback is a little old now, but still relevant given we have summarised the talk in this issue. Thanks again for taking the time to give us valued feedback...

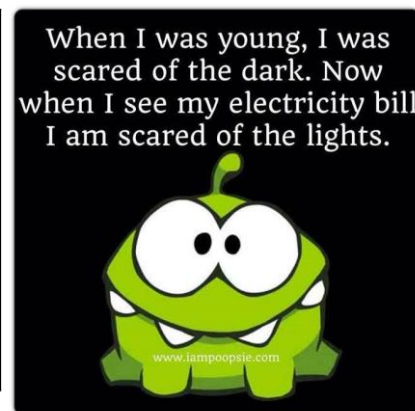
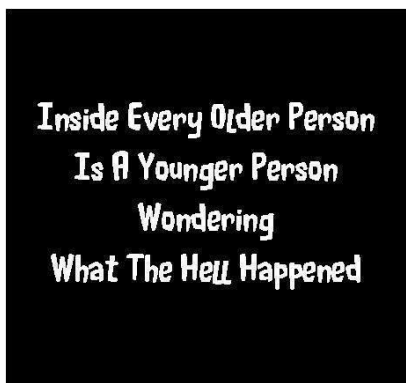
Good evening, just want to make a short comment about today's very entertaining meeting with spring-like weather conditions in Melbourne.

I am sure everybody enjoyed our speaker Mike Lean, CEO Port of Hastings Development Authority. He gave a very well presented and informative speech about a possible container port in Hastings, lots of interesting facts and background information. Mike Lean is definitely the right person in the position of CEO of the Development Authority, really impressive in selling his "product". Something has to happen in the near future regarding another container port in or around Port Phillip Western Port; the final location still to be determined.

Very good speaker, interesting topic; congratulations on signing Mike Lean as speaker. And the member numbers for the monthly meetings are climbing.

Best regards, Detlef Koepke

Funnies from Facebook Land...



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Back by popular demand – some more cheeky children...

TEACHER: Why are you late?

STUDENT: Class started before I got here.

TEACHER: *John, why are you doing your math multiplication on the floor?*

JOHN: *You told me to do it without using tables.*

TEACHER: Glenn, how do you spell 'crocodile?'

GLENN: K-R-O-K-O-D-I-A-L'

TEACHER: No, that's wrong

GLENN: Maybe it is wrong, but you asked me how I spell it.

(I Love this child)

TEACHER: *Donald, what is the chemical formula for water?*

DONALD: H I J K L M N O.

TEACHER: *What are you talking about?*

DONALD: *Yesterday you said it's H to O.*

TEACHER: Winnie, name one important thing we have today that we didn't have ten years ago.

WINNIE: Me!

TEACHER: *Glen, why do you always get so dirty?*

GLEN: *Well, I'm a lot closer to the ground than you are.*

TEACHER: Millie, give me a sentence starting with ' I. '

MILLIE: I is..

TEACHER: No, Millie..... Always say, 'I am.'

MILLIE: All right... 'I am the ninth letter of the alphabet.'

TEACHER: *George Washington not only chopped down his father's cherry tree, but also admitted it. Now, Louie, do you know why his father didn't punish him?*

LOUIS: *Because George still had the axe in his hand.....*

TEACHER: Now, Simon , tell me frankly, do you say prayers before eating?

SIMON: No sir, I don't have to, my Mum is a good cook.

TEACHER: *Clyde , your composition on 'My Dog' is exactly the same as your brother's..*

Did you copy his?

CLYDE : *No, sir. It's the same dog.*

TEACHER: Harold, what do you call a person who keeps on talking when people are no longer interested?

HAROLD: A teacher



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Industry Issues

The attachment mentioned in this email can be sent to you on request – email Joanna@northandtrew.com or alex@baysideshipping.com.

From: Marine Order Draft [mailto:MODraft@amsa.gov.au]

Sent: Friday, 6 September 2013 12:18 PM

To: Marine Order Draft

Subject: External Consultation - draft Marine Order 18 (Measures to enhance maritime safety) 2013 - Comments requested by 4 October 2013. [SEC=UNCLASSIFIED]

Please find attached draft Marine Order 18 (Measures to enhance maritime safety) 2013 that is open for external consultation. It would be appreciated if you could provide any comments on this draft by **4 October 2013**.

The Order is amended to give effect to the International Code on the Enhanced Programme of Inspections during Surveys of Bulk Carriers and Oil Tankers, 2011 (ESP Code) as adopted by the International Maritime Organization (IMO) Resolution A.1049 (27). The Code is a comprehensive revision to replace existing guidelines that have been amended several times. The Code comes into effect on 1 January 2014. There are also associated amendments to Regulation 2 of chapter XI-1 of SOLAS (adopted by IMO Resolution MSC.325 (90)) providing for the implementation of the ESP Code. Consequential changes such as introducing a new definition and rewriting of the Port State Control requirements have also been undertaken. The structure of the Order is written in the modern legislative drafting style and it will replace Schedule 9 of Marine Order 4 (Transitional modifications) 2013. The intention is for this draft Marine Order to come into effect on 1 January 2014.

Attachments to this email are:

1. Draft Marine Order 18 - MO18-130904.pdf;
2. IMO Resolution A.1049 (27) (and A.1049(27) Corr.1) International Code on the Enhanced Programme of Inspections during Surveys of Bulk Carriers and Oil Tankers, 2011 (ESP Code); and
3. IMO Resolution MSC.325 (90) Amendments to the International Convention for the Safety of Life at Sea.

The current Marine Order 18 (compilation as modified by Marine Order 4) is available on the AMSA website at <http://www.amsa.gov.au/vessels/standards-regulations/marine-orders/> Please note that there is no change document provided, as this is a new Marine Order replacing the current Order. The comments you provide will be appreciated and will assist AMSA in ensuring that we meet best practice regulation and effective stakeholder consultation. We look forward to receiving your comments.

SEND COMMENTS TO: Comments may be made by responding to this email at marineorderdraft@amsa.gov.au or through the AMSA website <http://www.amsa.gov.au/community/consultation/>



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