



The Log

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

June 2013

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Portland Marina on a crisp winter morning

Master

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



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From the Branch Master

Hi again,

Well another month has come and gone, always faster than the one before! With this month has come some colder, wetter weather, so it's clearly time for our winter program of lunchtime meetings.

I appreciate that these are not convenient for some members – me included at the moment – but for others it is the only time they are able to attend CMMA gatherings, so we do welcome back those members we haven't seen since this time last year. We look forward to catching up with you.

One of the advantages of the 'luncheon series' is that they are a great opportunity to attract members of other interest groups, such as MLAANZ, IMAREST and the Nautical Institute, by inviting speakers on topics of shared interest. This is good for everyone – swelling our numbers and widening the mix of attendees for you to talk to! It is also often possible for city workers to come along for an hour or two if the talk is of enough interest.

All these points are what CMMA is about, so please bear with us if you are one of the regular supporters who find it difficult to join us at lunchtime. We will be back in evening mode in a few months' time.

Having a quick look over Joanna's shoulder I see this month's issue is full of interesting happenings. I am quite a fan of the concept behind the *Lord Nelson* sailing ship – giving able and disabled people the chance to 'go to sea' in the truest sense of the word. If you currently have a bucket list on the go, and the time and finances to book a spot on one of the legs of the ship's visit to Australia and NZ, then seriously

think about adding this experience to your list and let us know what a great time you had – I know you would have!

On the personal front, I have just agreed to stay on as

the permanent harbour master at Port of Portland, so I will continue to live at both ends of the Great Ocean Road for the next few years. I will also continue the role of branch master and will attempt to get to all monthly meetings, although having said that, I will unfortunately miss Francis Castellino's assessment of the Costa Concordia accident report, which I have read and which generated many questions in my mind. I am sure I'm not alone, so I hope you are prepared, Francis! Going on the LinkedIn forums I belong to, it is a hot and contentious topic for many mariners!

Back to interesting happenings, and to the biggest event on the horizon – which is the RAN International Fleet Review to be held in Sydney in October. With 40 warships and 12 tall ships expected to attend, from around the globe, the only person I've spoken to who is less than 100% excited about this event is the Sydney harbour master. I do wonder why!!!



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News

New home found for maritime history in nick of time...



Salvaged – Victoria's written maritime history

Some months ago now, former Melbourne Court member Dick Francis urged the court to put on its collective thinking cap in order to save a sizeable and significant maritime history resource.

Under threat was a major collection of 3,700 books and 30,000 photographs relating to Victoria's maritime history. The collection was with the National Trust – which no longer wanted it. The problem was finding not only someone who did, but who could care for a collection as delicate as this – which was by then languishing in shipping containers.

Several ideas as to a new home were offered up, but none were suitable. The most hopeful home was the Seaworks maritime precinct in Williamstown, but there were real fears a commitment would not be forthcoming before the collection passed its 'salvage' date.

It is with great pleasure that we can now report that Dick's persistence, along with that of his peers, has paid off, and the following article was recently printed in the *Hobson Bay Leader*...

THOUSANDS of books and photographs telling tales of the sea have found a new berth in Williamstown.

Seaworks maritime precinct in Nelson Place is the new home of the entire Maritime Museum of Victoria collection.

The library has 3700 books and 30,000 photographs accumulated by the National Trust and until now kept at the Polly Woodside site in Melbourne.

When development of that site began seven years ago, the library was put into storage.

Seaworks chief executive Therese Pritchard said that when the redevelopment was complete, it was found there was no suitable space available to display the library.

"Earlier this year the National Trust offered the library to the Maritime Museum of Victoria," she said.

Seaworks "leapt at the opportunity to preserve this important piece of maritime heritage".

"The museum will be open to the public as a resource centre and the books can be enjoyed by all.

"The photos will be an important link to people researching their family history and immigration."

Ms Pritchard said she hoped the library would continue to grow and become a focal point of maritime research not only for Victoria but the rest of Australia.

- *Hobson Bay Leader*



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Another loyal member rises to the 'Fifty Year Challenge'

An increasingly regular and always pleasurable task for the branch master is the awarding of a plaque for 50 years continuous membership of Melbourne Branch.

Last week David spent a lovely few hours with Captain Stewart Bolles and his wife Pamela, discovering that both men had been Harbour Masters for the port of Melbourne for the same length of time.

Capt Bolles went to sea at 16 as a cadet on British India cadetship *MV Canara*. He also sailed with West Australian Stateships and Austasia Line, before joining the Melbourne Harbour Trust in 1966 for the opening of the Shipping Control Centre. His time there culminated in four years as Harbour Master in the mid eighties.

Like fellow 50-year plaque recipient Capt Colin Springall, with whom he sailed on the *Canara*, Capt Bolles still raises the Australian Flag on the dot at 0800 every day.



Captain Stewart Bolles with his 50-year plaque. On the wall is his own CMMA membership certificate, along with his grandfather's Master's certificate.

Sydney to host major fleet review

A RAN International Fleet Review will be held in Sydney from October 2-5 this year. Planned in partnership with the NSW State Government and the City of Sydney, forty visiting warships and 12 tall ships are expected to participate in this historic event. The RAN Sea Power Conference 2013 and Pacific 2013 International Maritime Congress and Exposition, are also scheduled to take place at Darling Harbour from October 7 2013 to coincide with the IFR. The current plan will see RAN and visiting warships rendezvousing in Jervis Bay, NSW by October 2 2013 to conduct final preparations and briefings.

The formal aspects of the IFR will commence with all tall ships entering Sydney Harbour on Thursday October 2 and all warships entering on Friday October 4- exactly 100 years after the very first RAN Fleet entry.

History preservers grateful for support

The branch has received letters of thanks for its support of the restoration of both the sailing ship *Alma Doepel* and steam tug *Wattle*. Sail and Adventure, the entity behind the *Alma*, needed \$10,000 to fund the next stage in the ship's restoration. Court member Captain John Carroll, who is involved in the *Alma* project, reported that this target was well-and-truly exceeded and the vessel will, as hoped, be able to use the BAE graving dock in Docklands. The branch donated \$500 to each project.



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Events



Reflections of the Sea Exhibition

Place: Wharf Gallery, Concourse Level, World Trade Centre

Time: 9am – 5pm from June 18 – July 5

Cost: Free

Comments: Brought to the WTC by the Mission to Seafarers. Featuring stained glass windows and historical photographs from the Mission collection.



Mission to Seafarers Sea Sunday Appeal*

Place: Anglican churches

Time: Regular services

Cost: Donation

Comments: The Mission attempts to have donation envelopes in Anglican parishes, but will also gratefully accept direct donations for this major fundraiser. * Please note the date is different to that advertised in the May issue of the Log.



June CMMA luncheon

Place: CQ, 113 Queen St, Melbourne

Time: 12:00hrs for 12:30 hrs

Cost: \$40 members, \$50 non-members

Comments: The speaker this month is Francis Castellino, deputy Branch Master and Senior Investigator Transport Safety, Office of the Chief Investigator. His topic is **The Costa Concordia - A Review of the Italian Safety Technical Investigation.**



Upcoming speakers...

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

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



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Noticeboard

THE OPPORTUNITY OF A LIFETIME

Lord Nelson is the first tall ship in the world to have been designed and built to be sailed by people of all physical abilities on equal terms – from able-bodied to wheelchair-users. So whatever your physical ability, you too could take part in this great adventure. Join us on one of our Sail the World ocean passages around Australia and New Zealand – no previous sailing experience is required and it will be a trip that will stay with you a lifetime.



For Terms and Conditions of Sailing and to book, please visit our website www.jst.org.uk or phone +613 9981 3312 (Australia) or 0800 447 672 (New Zealand) Mon-Fri, 9am-5pm, email thelordnelson@dmpam.com.au

ABOUT THE JUBILEE SAILING TRUST

The JST is a charity that promotes the integration of people of all physical abilities, through the challenge and adventure of tall ship sailing aboard two very special ships, *Lord Nelson* and *Tenacious*. Facilities on board the ships include wheelchair lifts between deck levels, a hearing loop, a speaking compass and hydraulic power-assisted steering.

Since its founding in 1978, the JST has taken 37,000 people to sea, 14,000 of which were physically disabled, including 5,000 wheelchair users.

A voyage with the JST can be a life-changing experience where adventure, challenge and friendships come together. For Terms and Conditions of Sailing and to book, please visit our website www.jst.org.uk or phone +613 9981 3312 (Australia) or 0800 447 672 (New Zealand) Mon-Fri, 9am-5pm, email

thelordnelson@dmpam.com.au



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Court minutes (abridged)

Court Meeting 29 May 2013 1630 hrs (March meeting)

CQ Functions 113 Queen Street, Melbourne VIC 3000

Attendees: David Shennan (Master), Ian French (Treasurer), Alex Evered (Secretary), Joanna Carson (editor), John Carroll. **Apologies:** Francis Castellino, Patrick O'Sullivan (Seagoing Warden), Nigel Porteous, Chris Noon, Peter Bosman (Registrar).

Minutes of Previous Meeting

The minutes of the previous meeting were confirmed as true and correct. *Proposed: Ian French. Seconded: David Shennan.*

Matters Arising

John Carroll enquired over the status of IFSMA. David advised that there had been no mention by the Federal Court of going to the next IFSMA conference and that David would probably oppose paying for a CoMMA delegate to attend. However, CoMMA is still a member of IFSMA and the annual membership fee is about A\$900 per year and currently the consensus is that there is some benefit remaining a member as it does give us access to IMO etc.

There were no matters arising that are not covered elsewhere in the Agenda.

Secretary's Report

Readings and Applications

Alex reported that there was just one reading for this month:

- James Eddon, Ordinary Membership, Newcastle Branch.

Upcoming Events

2013

- 18 June – MMIF, Speaker Naomi Miller on "Personal Property Securities Legislation and Warehousemen's Liens".
- 18 June – 5 July, Reflections of the Sea, WTC Wharf Gallery, Atrium Lobby, World Trade Centre.

Website:

Alex reported that she was still having problems with the CoMMA Website and Secmel email address. Once those issues are fixed Alex will make sure our webpage is all up to date.

Correspondence:

- Alex advised that she had received a letter from Bay Steamers thanking the Branch for their donation of A\$500 to the Steam Tug Wattle.
- Ian advised that he had received a letter from Sail and Adventure thanking the Branch for their donation of A\$500

to the Alma Doepel and confirming that they had exceeded their expectations.

- Alex advised that Richard Sandeman-Gay had forwarded a general invitation to the RAN International Fleet Review to held in Sydney between 2 and 5 October 2013. The RAN Sea Power Conference 2013 and Pacific 2013 International Maritime Congress and Exposition, are also scheduled to take place at Darling Harbour from 7 October 2013 to coincide with the IFR. The current plan will see RAN and visiting warships rendezvousing in Jervis Bay, NSW by 2 October 2013 to conduct final preparations and briefings. The formal aspects of the IFR will commence with all tall ships entering Sydney Harbour on Thursday 3 October 2013 and all warships entering on Friday 4 October 2013 - exactly 100 years after the first RAN Fleet entry. If Members would like more information please contact Richard by email to rsandeman@bigpond.com.

- Alex advised that the Federal Secretary had forwarded an invitation for speakers at the Annual Work Congress of Ocean-2013, September 23-25, Hangzhou, China.

Treasurer's Report

Ian reported the following:

Membership

Membership currently stands at:

Ex Officio 01, Life Members 03, Honorary Members 01, Retired Members 36, Ordinary Members 70, Associate Members 16. **Total 127**

Finances

Cheque Account \$ 11,186.00, Term Deposit \$ 15,890.

Branch Master's Report

David had received correspondence from Bob Iversen, Rotary Club of Melbourne South, regarding the mental health of seafarers. Bob had presented at the Congress. He wants donations to cover production leaflets. AMSA have agreed to match up to A\$5,000 any funds Rotary raised for printing (A\$10,000 is required). It was agreed the letter should be sent to the Federal Executive, proposing that each Branch make a small donation to the cause. Melbourne was considering A\$500. It was agreed that Alex would invite Bob to speak at a meeting, when a cheque could be presented. Media interest through DCN would be sought.

The meeting concluded at 6.20pm. **Next Meeting** – 26 June, 10.30am, CQ Functions, 113 Queen Street



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Speaker summary

Last month David Shennan presented the talk he gave at the CMMA congress, on the concept of Port Resource Management, and questioned the industry's attitude towards improving its safety profile.

David started his talk by announcing his intention to do something not particularly popular in the marine industry – comparing it with aviation. However he believed it is about time the excuses for why the shipping industry is so different to aviation should stop. The main difference between the two industries is the responsibility the aviation industry has taken for improving its own safety standards – and the the lack of responsibility accepted in the marine environment.

A number of sobering statistics were presented – for example after 100 years in existence, aviation accidents peaked in the 1970s. Since then, despite a huge increase in commercial flights, accident statistics have dropped. However after 4000 in existence, the maritime industry accident statistics have been up-and-down, and are currently trending upwards. A comparison was made with both the highest number of deaths in a single aviation and civilian maritime accident (583 Vs 5,875), and the greatest number of people carried by a current aircraft and ship (853 Vs 8,000). David expressed concern at the level of finger-pointing and blame of 'systemic problems' he sees from master mariners in safety forums – even in defence of blatant errors such as those made by the master of the Cosca Concordia. He said the industry will never improve its safety level if professional seafarers

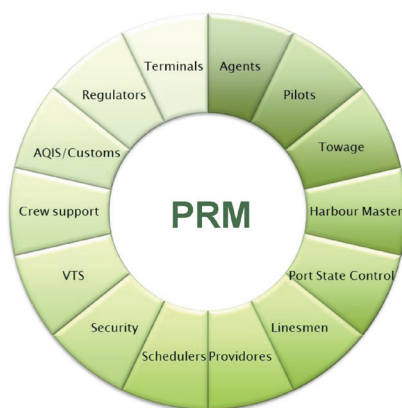
do not hold themselves and their peers up to the standards they are trained to, and point fingers at themselves first and foremost.

One of the main advances in maritime safety has been the introduction of bridge resource management – albeit well after the aviation industry did the same. David's interest has been the extrapolation of this concept into the port environment, a concept he has called Port

Resource Management. PRM involves ensuring all port service providers work together to improve teamwork and address potential safety issues before they actually occur – in an open, honest, no-blame environment.

He said it is not acceptable in an airline for the culture to be completely different depending on the personalities involved, and BRM is ensuring this doesn't happen on the bridge, but in a port, the personality or attitude of the port manager or harbour master still has a major impact. He believes captains and crew deserve more reassurance that they are in safe hands and in a functional, safety-conscious port on every visit.

He also believes the approach makes sense for the port itself, as accidents are expensive in every way, and a collegiate approach within the port team is the best and safest way to ensure they don't happen. Finally he presented some of the initiatives he has introduced to significantly reduce accidents and incidents in his ports.



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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**

Has anybody heard from Sid?

We would love any news any member might have about fellow member Sid Lambrick, who we haven't heard from in a while. Anyone who's in touch with Sid, or is aware of his whereabouts these days, please drop Alex or me a line, or give us a phone call. We're anxious to hear some news.

Similarly, if any of you are wondering what has happened to a CMMA member you haven't seen for a while, let me know and we can put out a callout. Of course we will only publish personal information with permission of the member or their family.



Courtesy of Lloyds List DCN, this is an image of Swanson Dock's new ship-to-shore cranes, which arrived safely recently after squeaking under the Westgate Bridge by a whisker. The clearance is so tight someone must climb to the top of the cranes before the vessel reaches port, to confirm the load is free from obstructions. Not a job for everyone!

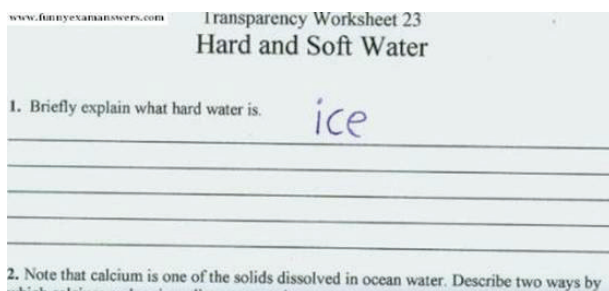
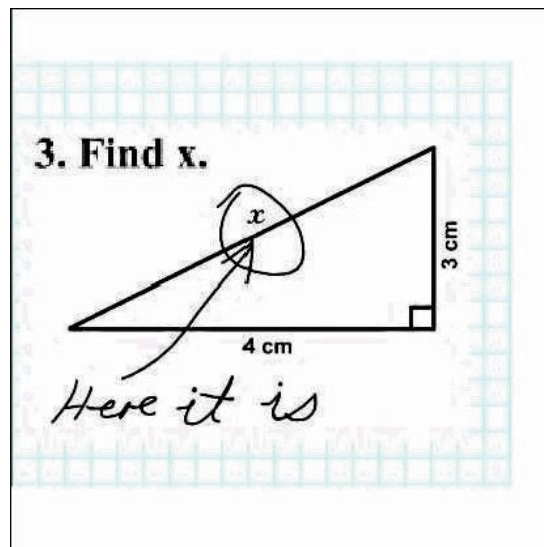
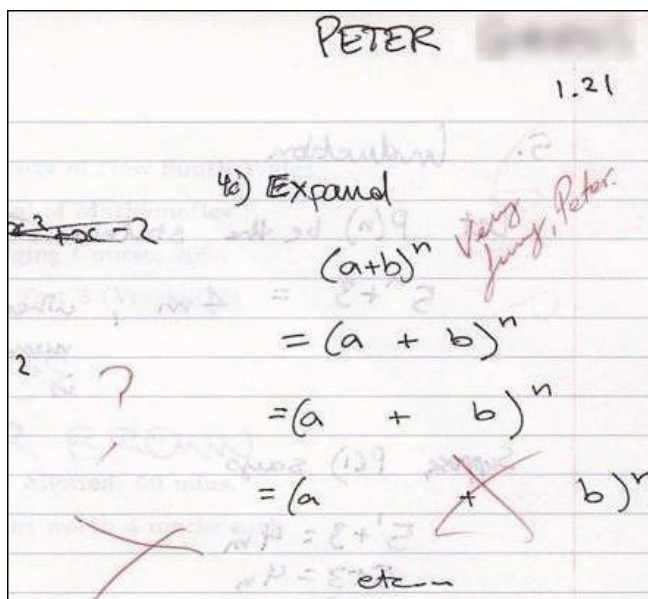
**More
Funnies
from
Facebook
Land...**



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The reason teachers drink so much...



The race of people known as Malays come from which country?

Malaria

Where was Hadrian's Wall built?

Around Hadrian's garden

What was Sir Walter Raleigh famous for?

He is a noted figure in history because he invented cigarettes and started a craze for Bicycles.

What is a vibration?

There are good vibrations and bad vibrations. Good vibrations were discovered in the 1960s

What did Mahatma Gandhi and Genghis Khan have in common?

Unusual names



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Industry issues

Aim to make stevedoring safer

Safe Work Australia has called for comment on its recently-released, draft Code of Practice: Managing Risks in Stevedoring. The public comment period for the draft code closes on Friday July 19.

Rod Nairn from Shipping Australia said he was pleased earlier concerns had been incorporated into the draft.

“We haven’t reviewed it fully but will be doing so in the next few weeks,” he told Lloyd’s List Australia.

The Maritime Union (MUA) has already hailed the announcement as a step towards “a first-ever stevedoring code of practice”.

“We are on the brink of making history on the Australian waterfront,” said MUA national secretary Warren Smith.

“The tragedies that have hit so many families of MUA members over the past decade must never be repeated.

“A safer workplace is in sight and the code provides us with a single point of reference that we will organise around to make the waterfront a safer place to work.”

Mr Smith said the final draft retains strong protections for the role of hatchmen, beefed-up training provisions and extends onshore codes such as the crane code of practice to apply on ships.

It should settle, once and for all, the jurisdictional debate about whether onshore safety laws apply to ships.

Mr Smith added the code’s progress would have been impossible without the huge support for the campaign from MUA members and supporters.

He said the next six weeks are crucial, but now the code is out for comment and “we have to make voices heard” as there would be opposition.

Article courtesy D Lloyds List DCN

More foreign crewmembers kidnapped in Gulf of Guinea

On the 25th May 2013, gunmen boarded an oil tanker 40NM off the coast of Bayelsa state and kidnapped several crewmembers for ransom. Of the 17 crewmembers on board the Nigerian-flagged MT MATRIX at the time, five Pakistani crewmembers were abducted, including the vessel’s Captain and Chief Officer. According to media reports, all hostages were released on 06/06/2013, although it is unknown if a ransom was paid. This latest abduction took place just a few days after the release of four foreign crewmembers kidnapped from the MV HANSA MARBURG in April 2013 and is the seventh such incident in 2013 alone. A total of 28 crewmembers have been kidnapped thus far this year, seven of who are reportedly still being held. This trend of crew kidnapping in the Gulf of Guinea is expected to continue for the foreseeable future.



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Tall Ship Sailing Adventures

The Norton Rose Sail the World Challenge Schedule - Lord Nelson

Voyage No:	Embark	Disembark	Days	From	To	Highlights (subject to change dependent on weather conditions or unforeseen circumstances)	Price (£)	Price (AUD\$)	Price (NZD\$)
STW5	Fri 7 Jun 2013	Sat 20 Jul 2013	44	Singapore	Fremantle (Australia)	Leave the fascinating high-rise Asian landscape behind, call at the Christmas and Cocos Islands and be part of Lord Nelson's very first arrival in Australian territory.	3,150	4,625	5,695
STW16	Sat 17 Aug 2013	Sat 31 Aug 2013	15	Fremantle (Australia)	Adelaide (Australia)	Explore the famous gateway to the Western Australia gold rush, before setting sail for the captivating city of Adelaide.	2,095	3,095	3,795
STW17	Sun 1 Sep 2013	Sun 8 Sep 2013	8	Adelaide (Australia)	Melbourne (Australia)	Sail along the breathtaking south-east coastline to Melbourne	1,195	1,770	2,175
STW18	Fri 13 Sep 2013	Sun 22 Sep 2013	10	Melbourne (Australia)	Hobart (Australia)	Lord Nelson's first voyage along the Australian south coast - culminating in her arrival in Hobart, home of the world famous Sydney to Hobart race.	1,395	2,065	2,535
STW19	Tue 24 Sep 2013	Fri 4 Oct 2013	11	Hobart (Australia)	Sydney (Australia)	Sail from the capital of Australia's smallest state and see the fascinating sights of Sydney Harbour and surrounding area seen from the decks of an accessible tall ship.	1,545	2,280	2,805
STW20	Tue 8 Oct 2013	Sun 27 Oct 2013	20	Sydney (Australia)	Auckland (New Zealand)	Leave the Bridge and the Opera House behind and seize a rare chance to take part in a Tall Ships Race organised by Sail Training International (organisers of The Tall Ships Races in Europe).	2,995	4,390	5,415
STW21	Sun 27 Oct 2013	Tue 5 Nov 2013	10	Auckland (New Zealand)	Wellington (New Zealand)	Sail to the famous Cook Strait named after James Cook, the first European commander to sail it in 1770, calling in to various East coast ports along the way.	1,395	2,065	2,535
STW23	Fri 8 Nov 2013	Sun 17 Nov 2013	10	Wellington (New Zealand)	Nelson (New Zealand)	Explore the Cook Strait, the Abel Tasman National Park and the Marlborough Sounds, perhaps one of the most challenging and interesting sailing areas in the world.	1,395	2,065	2,535
STW24	Mon 18 Nov 2013	Wed 27 Nov 2013	10	Nelson (New Zealand)	Auckland (New Zealand)	Return to Auckland Westabout, rounding Cape Reinga and completing Lord Nelson's circumnavigation of the North Island.	1,395	2,065	2,535
STW25	Thu 28 Nov 2013	Fri 6 Dec 2013	9	Auckland (New Zealand)	Auckland (New Zealand)	Lord Nelson's final voyage around the coast of North Island - sailing the Hauraki Gulf and Bay of Islands, visiting many of the hidden treasures this wonderful cruising ground has to offer.	1,295	1,915	2,355
STW6	Sun 15 Dec 2013	Wed 12 Feb 2014	60	Auckland (New Zealand)	Ushuaia (Argentina)	Southern Ocean voyage - spend Christmas in the Chatham Islands before setting off for several weeks at sea on the first accessible tall ship to sail round Cape Horn.	4,945	7,245	8,925



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