

The LOG

JUNE 2012



MELBOURNE BRANCH



Kindly sponsored by the Victorian Regional Channels Authority

The next Branch Meeting will
Be held on Wednesday 27th June.
**PLEASE NOTE THAT THIS WILL BE A
LUNCHTIME MEETING STARTING AT
1230 Hours**

**THERE WILL BE NO GUEST SPEAKER
FOR THIS MEETING. THE BRANCH
MASTER WILL BE MAKING A PRESEN-
TATION ON THE PROPOSED CHANGES
TO THE COMPANY AND THEIR IMPLI-
CATIONS FOR THIS BRANCH.**

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Company of Master Mariners of Australia Ltd.

Master

Her Excellency Ms Quentin Bryce AC. Governor- General



Branch Master's report for The LOG - Capt David Shennan

I have little to report this month having just returned from an extended trip to Europe, during which I attended the International Harbour Master's Congress held in Cork, Ireland, between the 13th and 18th May. Following this I was able to include a number of UK ports in a tour of southern England and Wales.

The opportunity arose in Cork to discuss next year's CoMMA conference, which will be held in Melbourne, with the Federal Master and the team from Informa, who will be organising the event. The dates for the CoMMA congress have been set for Thursday & Friday the 10th/11th April, with the CoMMA AGM to be held on the morning of Saturday 12th April.

As you may recall, IFSMA (International Federation of Ship Masters Associations) are to hold their conference in association with ours, with a half-day discussion on Wednesday 09th April and then their own AGM on Saturday. A congress dinner is to be arranged for Thursday evening. It is hoped to invite the Governor General to attend part of the program.

Melbourne Branch will be hosting the conference on behalf of the company and will be helping the Federal Executive organise it. The current Federal Executive ran a highly successful debut congress in Perth two years ago, raising nearly \$20,000 for the company. As Branch Master of the hosting branch, I have accepted the role of congress chairman.

As previously advertised the next Melbourne Branch meeting is to be held at lunchtime on 27 June, at which I will be presenting the Federal Executive's case for reform of the Company and seeking your views on the proposals to change the organisational structure of the Company to ensure its sustainability. This is an important matter and I urge you to attend and have your say.

I again encourage you to register on the CoMMA website and put your views on the member's blog.

Finally, I was sorry to hear that a fundraising dinner organised by the Melbourne Mission for Seafarers was cancelled due to a significant shortfall in ticket sales. Whilst I appreciate money doesn't grow on trees, the price of tickets was reasonable and the cause is unquestionably worthy, so I urge all members to support the next event if at all possible, or to find some small way to help the mission in its work if you can.



[COURT MEETING 30th May 2012](#)

Five court members were in attendance with apologies received from six others.

Minutes of the previous meeting were read and accepted.

Matters arising.

[History of the Melbourne Branch by Capt John Turnbull.](#)

John has agreed to allow the Federal court to use this history provided a percentage of the profits are paid to the Mission to Seafarers Victoria.

[Presentation Plaques](#)

These have been made. Only one recipient actually lives in Melbourne. The others will have to be delivered by some other means. (See photographs and details of presentations already made)

[Branch Auditors](#)

Capt Keith Dann and David Wharington have resigned as Branch Auditors. Strictly speaking it is not necessary to have branch auditors but the court felt that it was a good idea. Approaches will be made to members.

[Seafarers Sculpture](#)

The Hon. Secretary enquired as to the status of this project and the artwork that was commissioned and currently held. It was decided that the artwork should be retained as there is still a chance of the project taking off.

[Propeller Club](#)

Hon.Secretary has yet to finalise the MOU but the seed has been sown amongst similar small organisations with a maritime interest..

[Readings](#)

| | | |
|------------------------|------------------|-----------|
| Joanna Mary Carson | Associate Member | Melbourne |
| Rodney James Sylvester | Ordinary Member | WA |

[Ratifications](#)

| | | |
|------------------------|------------------|-----------|
| Shannon John Nicholson | Associate Member | WA |
| Simon Linton Healy | Ordinary Member | WA |
| Glen Clement Colaco | Ordinary Member` | Melbourne |

[Upcoming Events](#)

- 27th June - Lunchtime Branch meeting
- 28th July - Malteses Association Dinner/Dance (Tickets \$80)
- 12th August - Operation Pedestal

Speakers

The Boulton Lecture 2013. It has been suggested that the “Rena” Salvage Master would be good candidate for the lecture at next years CoMMA Conference.

| | | |
|------------|-------------|------------|
| Membership | Ex– Officio | 03 |
| | Life | 03 |
| | Honorary | 01 |
| | Retired | 38 |
| | Ordinary | 64 |
| | Associate | <u>15</u> |
| | Total | <u>124</u> |

Other business

Articles are required for the Master Mariner Magazine.

Next Court Meeting

27th June @ 1030 hours. CQ Functions Queen street Melbourne.

Meeting closed @ 1745 hours.



On 2nd June, Captain George Smith, was presented with a plaque in recognition of 50 years membership of CMMA.

The presentation was attended by members of George’s family and the residents and staff of the Sir William Hall Hostel where George lives.

George went to sea at 17 as a cadet with Bank Line. His cadetship was unusual in that he spent his entire time on the one ship the NAIRNBANK.

George was 2nd Mate on TWEEDBANK when WW2 broke out. The ship was in Singapore and was ordered to discontinue its voyage and return to the UK. On arrival in Hull, George left Bank Line, returned to Australia on LARGS BAY and joined Howard Smiths. George was issued with his Master Certificate in January 1942.

His next career move was ashore. He joined The Victorian Stevedoring Company and remained with them until he retired in 1970.

George served on the Court and was for a short period Branch Secretary.

At 97 George retains his interest in CMMA and looks forward to receiving the monthly “Log”. We congratulate him on his long membership and wish him well.



Capt Ian French making the presentation to Capt George Smith on behalf of the Melbourne branch



Presentation to Capt peter Goodson by Capt Peter Bosman representing the Melbourne Branch

Guest Speaker 30th May meeting.

Our guest speaker was Mr Adrian Mnew, Deputy Director Commercial Operations, Transport safety Victoria (Maritime Division) Adrian's topic was The Marine Safety Act 2010 and Regulations 2012.

Review of the Marine Act 1988

- Long term trend of reduced fatalities but number and severity of accidents increasing in the recreational boating sector and too many "near misses" in the commercial sector.
- Conclusions. System not broke but opportunities exist to improve safety performance. Incremental reform needed not a revolution.
- Recommendations supported by Government.

The Marine Safety Act 2010 aims to deliver

- Tools and mechanisms to improve efficiency and effectiveness in the enforcement of safety requirements applicable to recreational vessels.
- New means and mechanisms to improve knowledge and skills of persons getting involved in recreational boating
- Improved focus on operational safety in the commercial sector.
- 70% of incidents involving commercial vessels are due to human error.
- Human error cannot be eliminated but it is possible to establish, as part of an operational safety system but it is possible to establish, as part of an operational safety system, defences against the consequences.
- Adopting a systematic approach to safety encourages a positive safety culture and reduces safety vulnerabilities.
- Development of safety management systems (SMS) that incorporates standard operating practices aimed at mitigating potential risks to safety.
- Defines the standard of safety required consistent with OHS.
- Makes it clear that equal weight should be attached to operational safety as vessel safety.
- Improves transparency of all requirements, and limits the extent of discretions where possible.
- Provides a range of new enforcement tools.

Key Changes.

- OHS duties of all parties that form the "chain of responsibility" for marine safety have been mirrored (to the extent to which they relate to Marine Safety in the new Act)
- Purpose is to enable the sector specific regulator (Transport Safety Victoria) with the function and power to monitor and enforce compliance with these duties.
- Further purpose is to clearly indicate the ultimate obligation owed—to ensure safety, "so far as is reasonably practicable".
- Commercially operated vessels will generally be required to hold both a Safe Construction Certificate and a Safe Operation Certificate.
- Places equal weight on vessel safety and operational safety.
- Makes operational safety requirements (e.g. crewing levels) more transparent to new entrants.

Thresholds for certification.

- Safe Construction Certificate: vessel assessed as complying with the prescribed standards
National Standards for Commercial Vessels.
- Safe Operation Certificate: “ competence and capacity to operate the vessel or fleet safely”
Evidenced by Safety Management Plan and understanding of risks associated with proposed business undertaking.

Certificate Periods and cycles

- Safe Construction Certificate
5 year period
Survey Cycle in accordance with National Standard.
- Safe Operation Certificate
Perpetual
Discretionary operational safety audit cycle.

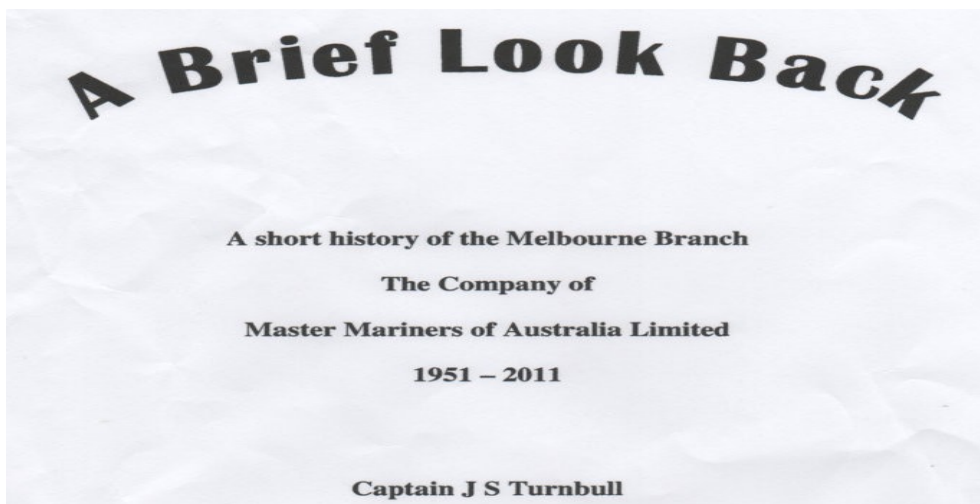
Specific Conditions of Certificates.

- For trading vessels over 200 gross tonnes the regulations give effect to the international maritime organisation labour convention
- *No operational crew under 16*
- *Crew between 16 and 18 cannot work before 0600 or after 2100*
- The regulations create a requirement for towage service providers to consult with operational partners on criteria and operational procedures for assigning towage vessels to ship movements.

Adrian’s talk was followed by a lengthy question and answer session. He was then thanked by the Chairman Capt Dick Francis acting on behalf of the Branch Master.

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Members are reminded that the publication a Brief Look Back by Capt John Turnbull is available form the Editor at a cost of \$20 + p & p. wendick@hotmail.com or tel: 9873 2009.





The following article was forwarded to the Log from Capt G.McCathie via Capt J.Turnbull. It is from “The Mariners Mirror” February 2011 edition. It is by R.O.Goss and it provides, to the Editor of the Log at least, a rational explanation of what happened to British Shipping. Due to its length it will be serialised over several issues

For most of the immediate post-war years the history and changing structure of British shipping has been adequately described by Sturmeý and Hope, as well as in the Rochdale report.¹ This article supplements these by giving some account of the strategies devised by those concerned with the welfare of the industry over roughly the period 1945–1970; the writer was directly involved over part of the period (1963–70).

By far the best-known, and consistent, of these strategies was that of the industry’s trade association, the UK Chamber of Shipping. Their long-standing approach was heavily criticized by Sturmeý, whose work was, a few years later, confirmed by the Rochdale report. There were, however, others who, unconvinced by the Chamber’s arguments, sought to devise strategies to help the industry, while remaining generally opposed to any form of protectionism. They included the Rt Hon. Ernest Marples, as Minister of Transport (October 1959–October 1964), Vice-Admiral Hughes-Hallett, as his Parliamentary Secretary, and their various officials (particularly Mr R. C. Chilver, deputy secretary in the Department of Transport), Dr Ronald Hope, as director of the Seafarers’ Education Service (and later director general of the Marine Society), Sir Frederic (“Tim”) Bolton, of the British Maritime League, Mr Jim Davies, of the International Maritime Industries Forum, and others. Although these people knew of each other’s existence they never met as a group or exchanged ideas in any systematic way; and much of what they did was never published. They were hampered in devising new policies because, under *laissez-faire*, governments merely hold the ring; and also by industry representatives consistently repeating: ‘We do not want any government interference.’

For most of this time British shipping was a mature, traditionally minded industry, well ordered and with technologies which moved incrementally – a position which contrasted with that of the preceding century, when a widespread and remarkable upsurge of enterprise was accompanied by several profound technological advances.² As late as 1962 a well-qualified naval architect could explain that, although rising cargo-handling costs and lengthy turnaround times were the principal – and related

¹ S. Sturmeý, *British Shipping and World Competition* (London, 1962). This book has been long out of print, but has recently been republished by the International Maritime Economic History Association in its Research in Maritime History Series, no. 42; S. G. Sturmeý, *British Shipping and World Competition* (St John’s NL, 2010); R. Hope, *A new history of British shipping* (London, 1990). Report of the Committee of Inquiry into Shipping (Rochdale Committee), Cmnd. 4337, (London, 1970).

² Although there are many well-known histories of particular shipping companies, there seems to be no general history explaining this remarkable phenomenon from a shipping point of view.

– problems, it was not possible to move cargo horizontally through bow and stern doors because of the need for transverse watertight bulkheads; nor through the ship's sides because the hull formed a box-girder whose strength must not be weakened by openings; nor through enlarged hatchways for the same reason. The head of a well-known company's statistics department explained that electric calculators could not be bought because they would not be fully employed, and a suggestion made in 1950 by the present author that cargo might be handled in large steel containers was rejected on the grounds that it would be far too expensive.³

At that time general cargo was handled by cranes or derricks which lifted loads, generally of a few tons, moved them horizontally and then lowered them into the hatch – a process unchanged from pre-Roman days, save only for the introduction of powered winches and, therefore, greater loads. Given that the width of the hatches was about one-third of the ship's beam, much effort was necessarily devoted to horizontal movements within the hold. Consequently the hook would often stand idle and this meant that increasing the number of derricks (for example, by double-rigging the larger hatches) was little use.

Increasing ship size, although it might achieve economies of scale at sea, lengthened turnround times. This was because, although a full cargo tended to vary as the cube of some such dimension as a ship's length, beam or depth, the number of hooks would vary as the ship's length, thereby creating diseconomies of scale in port. Thus total turnround time tended to vary as the square of the ship's length – though often rather more because larger ships tended to be proportionately wider. An elegant exposition of the principles involved appears in Thorburn.⁴ Matters were worsened by cargo handling being generally stopped at night and at weekends.⁵

The crews had little incentive to reduce turnround times because they generally preferred being in port – also, as they would say: 'More days, more dollars.' (On regular liner routes, such as those to Australia, New Zealand and South Africa some had families and even businesses ashore.) Naval architects often knew little about cargo handling, since their training was largely in structural strength and hydrodynamics, rather than in materials handling or ship economics. Given this, however, it is surprising that, for many years, the more elegant cruiser sterns were preferred to transoms, that (steering gears apart) hydraulic devices were rarely used and that highly skewed propellers remained unknown. Equally, ship managers knew little because they had no training in such analyses. Indeed, Britain had no relevant courses in ship management or economics. Seafaring and shore staff were recruited separately, promoted largely by seniority and without any provision for spotting

3 This suggestion was made by the author to the captain of the *Cyprian Prince*, then unloading a mixed cargo from Mediterranean ports at Hornby Dock, Liverpool, and is fully written up in vol. 2 of his cadet's journal, dated 11 June 1950. For containerization generally, see F. Broeze, *The Globalization of the Oceans: Containerization from the 1950s to the present* Research in Maritime History, no. 23 (St John's NL, 2002); B. Cuddahy, *Box Boats: How container ships changed the world* (Fordham, 2006); M. Levinson, *The Box: How the shipping container made the world smaller and the world economy bigger* (Princeton, 2006); and A. Donovan and J. Bonney, *The Box that Changed the World: Fifty years of container shipping; an illustrated history* (East Windsor, 2006).

4 T. Thorburn, *Supply and Demand of Water Transport* (Stockholm, 1960).

5 Producer Boards' Shipping Utilisation Committee (New Zealand), and New Zealand Streamlining Committee (London), *New Zealand Overseas Trade* (London, 1964).

'high-fliers'. One effect of this was that, for any bright young man, the best way to get on was to get out. Professionalism in personnel management was unknown and any suggestion that it might be useful was indignantly refuted.⁶

In short, the situation was similar to that of many other British industries, such as those described by Barnett and Joy,⁷ where top management's lack of scientific education led inevitably to a lack of scientific management. Indeed, the crudity of management techniques employed at this time (typically, these were either qualitative or simple averages without any measures of dispersion or seasonal adjustments) contrasted with the quite sophisticated analyses of hull forms, propellers, navigation or ships' engines employed elsewhere in the same industry. In many companies, morale was damaged by nepotism, and especially where the vigorous enterprise of the founding spirit had not been transmitted to his heirs and successors.

This was most clearly seen in the substantial groups of liner companies. Thus, Blue Funnel was largely controlled by the Holt family (with assistance from the Swires), Blue Star by the Vesteyes, Clan Line by the Cayzers, Cunard (including Port Line) by the Bates family and P&O by the Andersons. The leadership of such important public companies thus descended from father to son (or cousin or, occasionally, to son-in-law) and sometimes then to grandson. An exception was the Ellerman group, where the second Sir John Ellerman, who suffered from extreme shyness, delegated most of his power to a Mr Martin-Jenkins, who had been his friend at school. He then concentrated on the natural history of rodents, upon which he became an internationally recognized authority.⁸ Nevertheless, these company heads took it in turns to become President of the Chamber of Shipping, a position which, for many years, led automatically to a knighthood. To some, they were then known as 'the liner knights'. For Andrew Weir's Bank Line, Furness Withy, Blue Star, Clan Line and Royal Mail there were also peerages.

Although Britain had excellent university courses in ship design and naval architecture (at Glasgow and Newcastle upon Tyne) it was rare for technical staff to move into general management or on to the Board; or for anyone with seafaring experience to reach Board level. Like many other specialized industries, British shipping was insular, with its own, rather sycophantic, trade press (they needed the advertising) and even its own daily newspaper.⁹ As they rarely recruited people from other industries, there was no cross-fertilization.



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Preliminary Programme, IIMS Marine Conference - 1,2 August 2012, Sydney

| Time | Programme of Events | 1st August - DAY 1 |
|------|---------------------|--------------------|
|------|---------------------|--------------------|



08:00-08:45 Registration on the James Craig - Tea & Coffee

DAY 1 - SESSION 1

Welcome to Country and Welcome to Conference

09:00-09:05 Capt Peter Lambert, *Regional Director IIMS Australasia (AUS)*

09:05-09:10 Capt Satish Anand, *President IIMS*

2013- National Maritime and Shipping Reform- Challenges and Opportunities

Keynote Speakers- Lloyd Binks & Keith Brightman *AMSA (AUS)*

10:00-10:15 A response from the Australasian Branch Chairman Mr Adam Brancher *IIMS*

Setting Standards & Self Regulation

John Lawrence, *CEO IIMS*

Q&A on National Reform

Open Forum with Key Decision Makers

10:45-11:00 Tea & Coffee break - Networking

DAY 1 - SESSION 2

The Legal Landscape and Surveyors

Mr Frazer Hunt, *Piper Alderman (AUS)*

What an instructing party requires from a marine surveyor when dealing with a P&I loss

Tina Chau, *Total Marine & Claims Services (Singapore)*

Professional Approaches to Preparing to Investigate an Accident

Miland Tambe *(India)*

Marine Surveying Ethics- Have you picked the right profession and will you survive the sunlight test?

Adam Brancher, *Principal Marine Surveyor, Department of Transport, South Australia (AUS)*

Questions to Speakers

12:50-13:30 Lunch served on the deck of the James Craig

DAY 1 - SESSION 3

Surveyor's Tools, an Emerging Technology

Russell Fraser *Sales & Cygnus Instruments*

Grey Imports & Associated Risks

Nik Parker, *GM Boating Industry Association of Australia (AUS)*

How to Survive in Difficult Times

Mark Robertson, *Ship Shape Marine Surveying (AUS)*


Anodes and Cathodic Protection Theory and Practice

Brent Linde *(AUS)*

15:10 – 15:30 Afternoon Tea

Although we endeavor to have all programme details correct at time of publication, programme is subject to change without notice. For updates, please refer to www.iimsaustralasia.org or email conference@iimsaustralasia.org

- DAY 1 - SESSION 4**
- 15:30-15:55 **Insurers and Marine Surveyors Professionalism and Hallmarks of a Professional Surveyor**
Tony Fernandez, *(India)*
- 15:55-16:15 **Globalising the Profession**
Captain Satish Anand, *President IIMS (India)*
- 16:15-16:40 **Commodity Surveys in Asia/Pacific**
Captain Irawan Alwi *(Indonesia)*
- 16:40-17:00 **Open Forum- Invited Panelists**
- 17:00-18:30 **Cocktails on James Craig Main Deck**
- 19:00 for 19:30 **Dinner on the South Steyne**
(about 5 minutes walk from the James Craig, in Darling Harbour)
- END OF DAY 1**

| Time | Programme of Events | 2nd August - DAY 2 |
|--------------------------|--|---|
| 08:00-08:30 | <i>Tea & Coffee onboard the James Craig</i> |  |
| DAY 2 - SESSION 5 | | |
| 08:30-09:10 | In case you forgot - you need to know and understand the law! James Tuite, <i>James Tuite & Associates (AUS)</i> | |
| 09:10-10:00 | The MV Rena Grounding, Response and Lessons Learned & The Evolution of Regulatory Marine Surveying in New Zealand Arthur Jobard, <i>Manager Safety Management Systems (NZ)</i> | |
| 10:00-10:25 | Computer Knowledge Bases and Surveying Nick Parkyn | |
| 10:25-10:35 | Questions to Speakers | |
| 10:35-10:55 | <i>Tea & Coffee break - Networking</i> | |
| DAY 2 - SESSION 6 | | |
| 10:55-11:20 | Introduction to Emerging Surveyors- Perspectives from the Next Generation Capt Satish Anand, <i>President IIMS (India)</i> | |
| 11:20-11:45 | Minimizing Conflict between Underwriters and Marine Surveyors Alison Bonsor, <i>OAMPS Gault Armstrong (AUS)</i> | |
| 11:45-12:10 | Insurance Risk Surveys for Small Craft - the NZ Perspective Bernie Kerr, <i>Kerr Marine Surveys Limited (NZ)</i> , | |
| 12:10-12:30 | Cargo Surveying - A busy companies perspective <i>Newcastle Australia Surveying Company TBD (AUS)</i> | |
| 12:30-12:40 | Questions to Speakers | |
| 12:40-13:30 | <i>Lunch served on the deck of the James Craig</i> | |
| DAY 2 - SESSION 7 | | |
| 13:30-14:45 | Marine Surveying – An Interactive Session for all to Participate When it all goes horribly wrong how do you make it right? Situations every surveyor must avoid Where do we go now and what have we learnt? <i>A Panel led by Underwriters and Brokers, Lawyers and Arbitrators, Consultants and Surveyors plus a Client</i> | |
| 14:45-15:00 | Final Wrap up and Farewell Capt Peter Lambert and Capt Satish Anand | |
| 15:00-15:15 | Farewell from Australasia <i>Tea & Coffee - Networking, presentation of Green Frog Prize</i> | |