

Melbourne Branch

Master

Her excellency Ms Quentin Bryce AC Governor-General of the Commonwealth of Australia



- Branch AGM 6.30 pm 28 March 2012
- Next Meeting 6 for 6.30 pm 28 March 2012
- New Venue: CQ Functions, 113 Queen St, Melbourne VIC 3000
- Due to ANZAC day the April meeting will be held at 6 for 6.30 pm on **Thursday** 26 April 2012

In this issue:

- From the Branch Master
- Upcoming Events
- Minutes November 2011
- March Anniversaries
- Costa Concordia
- Best Practice Piracy Policy
- Solar Storms and GPS / STCW Amendments
- Strategy to Cut Accidents / Asian Gypsy Moth
- NZ Search and Rescue Ties with The Cook Islands



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From the Branch Master

MARITIME CANNON FODDER FOR THE MEDIA AND MASSES

Few professional mariners can now be unaware of the names of the recent spectacular grounding incidents occurring first to the container vessel 'Rena' off the coast of New Zealand and then, that of the 'Costa Concordia' off the western coast of Italy. Both ship names have now been imprinted indelibly on the public consciousness, together with the names and / or nationalities of their excoriated masters. As with every maritime incident, positive facts have not been permitted to get in the way of negative comment and analysis. Regrettably, in each case, it was clear from the outset that, under the pressures of media driven political and public comment and mob hysteria that the masters were not to be accorded a fair hearing or any sympathy for the traumatic events they each had experienced.

As usual, despite the acres of newsprint and hours of airtime devoted to each incident, and gravely intoned comment by 'experts', the causes of each incident have appeared incomprehensible. But are they. The focus of comment, as always, has been on the trivial; the execrable captain Schettino was enjoying the company of a 'Romanian dancer', he had been seen drinking, he failed to stay with his ship, he 'fell' into a lifeboat, whereas the master of the 'Rena' was "a Filipino" (whose crew members were abused as such and insulted in the media and in the streets of Tauranga) who had been "cutting corners", was not keeping a lookout and had been celebrating his birthday by "partying" during the previous day and night.

While the theorists had a field day, not one appeared to consider the human factors at play in either of the cases being considered. Both Captain Schettino and the master of the 'Rena' were experienced professional mariners carrying out ordinary tasks of navigation but after all, human beings. They were each also under pressure, real or imagined, from invisible influencers in the wings. Few commentators seem to have considered the nature of pervasive influences on the masters of such vessels to behave as they did at critical points of the passages being undertaken.

In the case of the 'Costa Concordia', hubris seems to have been the driver of events, bolstered by a need to appear good to both the vessels owners and acquaintances and family on the island of the grounding. Although nemesis in the form of the Italian legal system awaits Captain Schettino, it is difficult to not find some sympathy for him in that a lifetime's work in building a reputation has been undone by a brief distraction from the tenets of good seamanship. That he was found, disconsolate, "sitting on a rock" close by, watching his late and splendid command as she settled down is a scenario worthy of Josef Conrad, and not so far from the events of his novel "Lord Jim".

However, the only official report so far produced, the interim report of the Transport Accident Investigation Commission of New Zealand, while couched in the neutral investigatese of such reports clearly suggests other causes and areas for further investigation.

The 'Rena' was a well-found modern container vessel engaged in cut-throat competition, which demanded rigid adherence to

Capt. Euan Crawford



an inflexible timetable. The nature of employment in such ships is such that masters are disposable. The vessel had been subject an incomprehensible delay at its previous port, Napier, having been compelled to give up its loading berth to favour a competitor, being removed to an anchorage to later be re-berthed to continue loading. Frustrating to any master, such 'shunting' around of a large container vessel in a small port suggests a lack of appreciation of the pressures and risks involved on the vessel and its crew (and to the port itself). The Tenerife disaster in aviation comes to mind.

We do not know, the influences on the master of 'Rena' as she desperately endeavoured to make ever tightening deadlines just as we do not know the contents or the tenor of the messages from agents, charterers, ship managers, and ports that served to create the tension which is palpably apparent in the dry description of events on the bridge of the 'Rena' as she approached Astrolabe Reef. In short, the master thought he was a mile clear of the reef, he was keeping a lookout (for he had seen an intermittent radar echo ahead caused by the break over the reef), his officers were insufficiently forceful in attending to their duties, and all were focused on the pilotage deadlines imposed by the port. And, by the way, the TAIC Report firmly rejects widely disseminated media assertions of 'partying' by the master.

It is to hoped that TAIC and other investigators analyse the effects of pressure and stress on the professional judgments of the master of the 'Rena', and the nature of the messages from outside sources creating that pressure.

It is to be hoped that the maritime authorities of New Zealand, while framing the prosecutions that await the master and officers of the 'Rena', might also consider, if warranted, some associated prosecutions under the Maritime Rules Part 23, where at Section 23.49 'Master's discretion for safe navigation' the Rule states (1) "The master of a ship to which this rule applies must not be constrained by the ship owner, charterer, or any other person, from taking any decision which, in the professional judgement of the master, is necessary for safe navigation, in particular in severe weather and heavy seas", and (2) "The owner of a ship to which this rule applies must not constrain the master from making any decision in accordance with rule 23.49(1)".

In the case of the 'Rena', the master's unfettered judgement may have been to abandon the attempt to reach the Tauranga pilot station in the face of tightening deadlines.

Capt. Euan Crawford, MNI



Our New Venue



I am pleased to report that so far we have received positive feedback from all who attended last months' meeting at our new venue, CQ Functions.

For those of you who could not attend, our meetings will now be held at:

CQuisine Restaurant, CQ Functions
113 Queen Street,
Melbourne VIC 3000

Parking is available on site, although cheaper parking is available close by. The location is convenient for Trains and Trams.

We had an excellent turn out for last months' meeting, so I'm hoping that we have set the trend for the remainder of the year!

After canvassing our regular attendees we have agreed to a slightly earlier "kick off" time of 6 for 6.30pm and we will be having several lunch time meetings in the middle of the year.

Our upcoming meeting dates and times are listed below:

- March 28 4pm / 6pm (Branch AGM and General Meeting)
- April 26 4pm / 6pm (It's a Thursday!!)
- May 30 4pm / 6pm
- June 27 10.30am /12.30pm
- July 25 10.30am /12.30pm
- Aug 29 10.30am /12.30pm
- Sept 26 4pm / 6pm
- Oct 31 4pm / 6pm
- Nov 28 4pm / 6pm

Our guest speakers will be announced nearer the time of each meeting so please look out for our regular flyers. Suggestions for speakers are always welcome. Please send them through to Alex Evered (alex@baysideshipping.com).



Hon. Editor Position Vacant

Poor Dick is still nursing his wounded shoulder and as such the position of Hon. Editor for The Log has become vacant. Do you fancy your skills at keeping us entertained and up to date with the latest shipping news? If so, the job's yours! Come on, you know you want to.....

Applications please to:

Alex Evered

alex@baysideshipping.com

T: 03 5424 1224 / F: 03 8677 1801

Yearly Subs Due!

Just a gentle reminder that you should all now have received an invitation to renew your subscription to The Company. Our Hon. Treasurer reports that a large proportion of our Members have paid their yearly subs.

But, if you have yet to renew, we kindly ask you to attend to this as soon as possible.

Come on! Let's keep our Treasurer happy!



Upcoming Events



Event: Melbourne Marine Insurance Forum Inc
Date & Time: Tuesday 20 March 2012, 11 am
Speaker: Michael Thompson
 Orica Australia v Limit No. 2
Location: DLA Piper
 Level 21, 140 William Street,
 Melbourne VIC 3000
Cost: Free to Members
RSVP: Simon Farmer, Mon. 20 March 2012
 T: 03 9246 2702 / E simon.farmer@qbe.com

Event: MLAANZ - Shipping Reforms Australia
Date & Time: Thursday 22 March 2012, 5.30 for 6 pm
Speaker: Teresa Hatch, Executive Director ASA
Location: Holman Fenwick & Willan
 Level 41, Bourke Place, 600 Bourke Street
 Melbourne VIC 3000
Cost: Members \$35 incl GST
 Non-Members \$40 Incl GST
RSVP: Alexandra Evered, 12 pm Tues. 20 March 2012
 T: 03 5424 1224 / E alex@baysideshipping.com

Event: Maritime Heritage Association of Victoria
Date & Time: Tuesday 27 March 2012, 6 for 6.30pm
Location: Port Education Centre
 343-383 Lorimer Street, Fishermans Bend
Cost: Free
 Light refreshments provided
RSVP: Tim Horton,
 T: 0418 316 597 / E Timhortan@aaptnet.au

Event: AGM and General Branch Meeting
Date & Time: Wednesday 28 March 2012, 6 for 6.30pm
Location: CQuisine Restaurant, CQ Functions
 113 Queen Street, Melbourne VIC 300
Cost: Members and Spouses \$40 incl GST
 Non-Members \$50 Incl GST
 Drinks at bar prices
RSVP: Alexandra Evered, 12 pm Mon. 26 March 2012
 T: 03 5424 1224 / E alex@baysideshipping.com
 Guests most welcome

Event: ISO Lunch
Date & Time: Thursday 10 May 2012, 1200 pm
Location: Clare Castle, Port Melbourne
RSVP: Michael Halley,
 E michael.halley@elmtree.net.au



Thinking of Advertising?

Want to advertise your event here?
 For more information please contact:
 Alex Evered
alex@baysideshipping.com
 T: 03 5424 1224 / F: 03 8677 1801



Court Meeting 23 November 2011

8 Members of the Court were in attendance.

Minutes of Previous Meeting

Minutes of Previous Meeting were read and accepted.

Matters Arising

- New Court Members

The court welcomed Francis Castellino and David Shennan to the Court.

- Ralph McDonell

Is still in good spirits and happy to exchange emails.

- Sponsorship

The ongoing issue of Sponsorship was discussed. Several potential sponsors were discussed and would be approached.

- Paddy Michaelson

There is no further news.

- David Wharington

David apparently has been unwell and the Court wished him a speedy recovery.

- Bruce Green

It was with sadness the passing of Bruce Green was noted.

Secretary's Report

- Readings and Applications

There were no new applications or readings.

- Ratification of New Members Nothing to report at this stage.

- Upcoming Events

Nothing to report.

- Change of Venue for 2012

Street parking is apparently free from 7.30pm on Queen Street. The court looked at the issue of lunch time meetings again and whether to start at 6pm. Some members did not prefer lunchtime meetings as the costs of travel and parking were more expensive. It was ultimately agreed that our June, July and August meetings would be held at luncheon and the remainder would be held in the evenings.

- Membership Drive

The Court discussed this again. The Court will canvass the other branches on what initiatives they have found successful.

- Speakers:

Frank Cronin, Naval Historical Society, Maurie Hutchison (Editor of the Shiplover's Society of Victoria), Natasha Wicks, Cape Shank Light Station, Peter Williams, David Sterrett, Chairman Seacare Authority, Bob Iverson – Beyond Blue etc., Tabatha Pettitt, Economic Port Regulator and Licensing of Ports, AMSA – MLC 2006 – Wayne Cooper / Tim King, Ro Ros for Australia – toby Shelton – Dale Emmerton, TT Line, John Francis - Pasha Bulker/The Port Authority, Ian Thompson - sinking of Noongah.

- Correspondence

Alex advised there was nothing to report. Relevant correspondence has been passed around from the Federal Executive.

- The Christmas Party

The numbers were improving for the event.

Treasurer's Report

We have 125 Members. Still waiting for some money into the Term Deposit. So, all in all we are doing OK and should finish the year with a very slight profit. On this basis it was suggested that we keep our Membership fees the same for the coming year (\$120 full Membership and \$60 retired membership).

With regard to the Boulton Lecture, we finished up with a small \$224 profit.

With regard to the Federal Court Accounts. The Federal Levy reflects the membership as at 30 June each year. WA and Melbourne paid the same levy so both branches had the same number of members. But WA is probably larger now. After Melbourne, then comes Sydney, Brisbane, Newcastle and SA in terms of membership numbers. Additionally there was a substantial profit as a result of the Informa Australia Seminar (the conference).

- Membership.

Currently stands at

Ex- Officio	03
Life members	03
Honorary members	01
Retired members	35
Ordinary members	68
Associate members	15
Total	125

Registrar's Report

- Noting to report;

Branch Master's Report

Nothing to Report.

- Propeller Club

This was still ticking along.

- Seafarer's Sculpture

Further follow up was taking place.

- 2013 Conference

Follow up was taking place.

- Next Meeting

29 February 2012.



March Anniversaries

March 1

- 1901 – Following Federation, naval and military forces of the States are transferred to Commonwealth control.
- 1919 – The Potts cartoon strip is first published.
- 1942 – The heavy cruiser HMAS Perth is sunk by the Japanese during the Battle of Sunda Strait. 357 are killed, and 109 die later in prison camps.
- 1975 – Television is broadcast in colour for the first time in Australia.
- 1989 – The Australian Industrial Relations Commission replaces Australian Conciliation and Arbitration Commission.

March 2

- 1985 – The ALP government of John Cain re-elected in Victoria for a second consecutive term.
- 1987 – The First ARIA Awards are held in Sydney to recognise excellence and innovation in all genres of Australian music.
- 1994 – A parcel bomb explodes at the Adelaide office of the National Crime Authority, killing Detective Sergeant Geoffrey Brown and injuring lawyer Peter Wallis. Dominic Perre is charged but released due to lack of evidence.
- 1996 – The Coalition is elected and John Howard becomes Prime Minister of Australia.

March 3

- 1911 – The city of Palmerston in the Northern Territory is renamed Darwin in honour of Charles Darwin.
- 1942 – Japanese forces carry out air-raids on Broome.
- 1986 – The Australia Act 1986, which completes Australia's independence from the United Kingdom, is proclaimed by Queen Elizabeth II at a ceremony in Canberra.

March 4

- 1804 – The Castle Hill convict rebellion took place near Sydney; 200 convicts rebelled, 51 were later punished and nine hanged.
- 1825 – A penal settlement is established on Maria Island, Tasmania.
- 1831 – James Stirling commissioned as Governor of Western Australia, rectifying the absence of a legal instrument providing the authority detailed in Stirling's Instructions of 30 December 1828.
- 1899 – Cyclone Mahina hits Bathurst Bay on the Cape York Peninsula killing 410 people.
- 1989 – The first election are held in the newly independent Australian Capital Territory.



HMAS Perth, 1 March 1942 sunk by the Japanese

March 5

- 1803 – George Howe publishes the first issue of the weekly Sydney Gazette and the New South Wales Advertiser, Australia's first newspaper.
- 1824 – The first Chief Justice of the Supreme Court Francis Forbes arrives in Sydney.
- 1868 – Lucy Osburn and five other nurses trained by Florence Nightingale arrive in Sydney; Osburn is later regarded as the founder of nursing in Australia.
- 1878 – William Giblin becomes the thirteenth Premier of Tasmania.
- 1983 – The ALP, with Bob Hawke as leader wins with one of the biggest parliamentary majorities in Australian political history.

March 6

- 1788 – Lieutenant Philip Gidley King takes formal possession of Norfolk Island.
- 1812 – Two Wesleyan Methodist classes were established in Sydney by Thomas Bowden and John Hosking – the beginning of Methodism in Australia.
- 1837 – The Theatre Royal in Hobart opened. It remains Australia's oldest working theatre.
- 1963 – Moe becomes a city.
- 1989 – Former National Safety Council of Australia boss John Friedrich is arrested in Western Australia on AU\$237 million fraud charges.



March Anniversaries

March 7

- 1899 – Eddie Ward, one of the longest serving members of the Australian House of Representatives is born in Darlington, Sydney
- 1981 – Modernist Australian architect Roy Grounds dies.
- 1987 – Elections in the Northern Territory return CLP government of Stephen Hatton to power.

March 8

- 1828 – Australian postage stamps are issued for the first time.
- 1925 – Melbourne's first commercial radio station, 3UZ, begins broadcasting.
- 1973 – The Whiskey Au Go Go fire occurs in Brisbane's Fortitude Valley, 15 of the club's patrons were killed.
- 1989 – John Howard is ousted from his position as leader of the Liberal Party of Australia.

March 9

- 1909 – Electric trams begin operation in Adelaide.
- 1951 – In Australian Communist Party v Commonwealth the High Court of Australia decides that the Federal Parliament did not have the power to pass the legislation to ban the political party.
- 2000 – The Telstra Dome stadium is opened in the developing Docklands precinct of Melbourne.
- 2006 – Harry Seidler, Austrian-born Australian architect, dies aged 78.

March 10

- 1908 – Australians Douglas Mawson and Edgeworth David accompanied by Ernest Shackleton and others are the first people to scale Mount Erebus in Antarctica.
- 1931 – The first Apex Club is formed in Geelong, Victoria.
- 1946 – An Australian National Airways (ANA) DC3 aircraft crashes near Hobart, killing 25.
- 1959 – The Australian population officially reaches 10 million.
- 1971 – William McMahon becomes twentieth Prime Minister of Australia, after John Gorton stands down following a vote of no confidence.

March 11

- 1983 – Bob Hawke becomes the twenty-third Prime Minister of Australia.
- 1996 – John Howard becomes the twenty-fifth Prime Minister of Australia.



Jon Sanders | 3 March, 1968 solo triple circumnavigation

- 2001 – The National Museum of Australia opens in Canberra.

March 12

- 1868 – Prince Alfred, Duke of Edinburgh, was picnicking in the beach-front suburb of Clontarf, when Henry James O'Farrell fired a revolver into the Duke's back, in Australia's first attempt of political assassination.
- 1913 – Canberra is named by Lady Denman, an event celebrated in the Australian Capital Territory on the third Monday in March as Canberra Day.
- 1921 – Edith Cowan becomes first woman elected to an Australian parliament.
- 1936 – Western Australia makes voting compulsory in state elections.
- 1980 – James Miller is sentenced to life in prison for committing the Truro murders.

March 13

- 1884 – Daisy Bates married Breaker Morant.
- 1988 – West Australian yachtsman Jon Sanders, completes the first solo triple circumnavigation of the world.
- 1993 – The Paul Keating-led Australian Labor Party returned to power after federal election.



March Anniversaries

March 14

- 1831 – The Surprise, the first paddle steamer built in Australia, was launched in Sydney.
- 1836 – The HMS Beagle, carrying Charles Darwin, left Australia.
- 1942 – Japanese forces bomb Horn Island in the Torres Strait.

March 15

- 1877 – Cricketers representing England and Australia played the first Test match at the Melbourne Cricket Ground.
- 1973 – Attorney-General Lionel Murphy and the Commonwealth Police conduct a raid on the ASIO offices in Melbourne.
- 1989 – Plans for the controversial Wesley Vale pulp mill are scrapped following protests over the environmental impact of the mill.
- 2003 – Cricketer Brett Lee takes a One-day International hat-trick at Kingsmead, Durban.
- 2006 – The 2006 Commonwealth Games begin in Melbourne.

March 16

- 1774 – Birth of Matthew Flinders, circumnavigator of Australia.
- 1826 – The Australian Subscription Library, the forerunner of the State Library of New South Wales, is founded; it opens on 1 December 1827.
- 1914 – Fourteen people die in a train accident at Exeter, New South Wales.
- 2001 – HIH Insurance folds in the largest corporate collapse in Australian history, a Royal Commission and criminal proceedings followed leading to the imprisonment of director Rodney Adler and two additional former executives.

March 17

- 1826 – Bushranger Matthew Brady is captured by John Batman near Launceston.
- 1853 – The last major St Kilda Road robbery occurs during the Victorian gold rush.
- 1870 – John Ross discovers and names the Alice Springs while exploring the route for the Australian Overland Telegraph Line.

March 18

- 1985 – The TV show Neighbours premieres on the Seven Network. Six months later it is axed; it was picked up by Network Ten who have successfully aired the series ever since.



HMAS Beagle, 14 March, 1836 sailed from Australia

- 2003 – Prime Minister John Howard pledges 2000 personnel for the Iraq War.
- 2006 – The Labor government of South Australia, led by Mike Rann, is returned with a ten percent swing.

March 19

- 1790 – The HMS Sirius, while transporting supplies to Norfolk Island, is wrecked and destroyed on a reef.
- 1866 – Nineteen year old bushranger John Dunn is hanged.
- 1932 – The Sydney Harbour Bridge is opened to traffic.
- 1988 – Nick Greiner and the Liberal Party win the NSW election in a landslide, removing the ALP government of Barrie Unsworth.

March 20

- 1912 – The SS Koombana sinks near Port Hedland, Western Australia during a cyclone, 138 passengers and crew down.
- 1916 – ANZAC Corps land in France.
- 1942 – At Terowie, South Australia, American General Douglas MacArthur makes his famous speech about the Battle of the Philippines which included the words "I came out of Bataan and I shall return".
- 1990 – Serial killer John Wayne Glover is arrested for the North Shore Granny Murders.
- 2003 – 2000 Australian troops participate in the 2003 invasion of Iraq.



March Anniversaries

March 21

- 1918 – The Australian Corps commences fighting to stop the German offensive Operation Michael, the German advance near Amiens.
- 1931 – The ANA aircraft Southern Cloud, carrying eight persons, disappears on a flight between Sydney and Melbourne. The wreckage is not located until 1958.
- 1963 – At a special federal conference of the Australian Labor Party, Arthur Calwell and Gough Whitlam were photographed outside the venue at Kingston in Canberra. Although Calwell was the Leader of the Opposition, neither man was a member of the federal executive. Robert Menzies jibed that the ALP was ruled by "36 faceless men".
- 1975 – Malcolm Fraser replaces Billy Snedden as leader of the Liberal Party of Australia.

March 22

- 1818 – John Ainsworth Horrocks, one of the first settlers of the Clare Valley in South Australia, is born near Preston, Lancashire.
- 1942 – Japanese aircraft bomb Katherine, this was the only air raid against Katherine, one man was killed.
- 2003 – Bob Carr's ALP government is re-elected for a third term in New South Wales.

March 23

- 1887 – 81 miners are killed during a coal gas explosion at Bulli, New South Wales.
- 1911 – The steamer SS Yongala sinks in a cyclone off the coast of Townsville, Queensland killing 122 people.
- 1922 – An act is passed in the Queensland parliament abolishing the Legislative Council of Queensland; Queensland is the only Australian state with a unicameral parliament.

March 24

- 1804 – The settlement at the Hunter River was officially named Newcastle.
- 1810 – David Collins the inaugural Governor of the Colony of Van Diemens Land dies in Hobart aged 56.
- 1980 – The Australian Olympic Federation announces it will send an Olympic delegation to Moscow, despite objections raised by the Prime Minister.
- 1984 – Wran Government re-elected in New South Wales for a fourth term.
- 1990 – Bob Hawke-led Australian Labor Party returned to power at federal election.



SS Yongala, 23 March , 1911 sinks off Townsville

March 25

- 1900 – The SS Glenelg is wrecked off the Victorian coast, resulting in 31 deaths.
- 1935 – An unnamed cyclone strikes the northwest coast of Western Australia, killing 140 people.
- 1936 – Tasmania is connected to mainland Australia by telephone for the first time.
- 1995 – Bob Carr leads the Labor Party to victory in the New South Wales state election, deposing the Liberal/National coalition government of John Fahey.
- 1998 – Melbourne lawyer Max Green is found murdered in his Cambodian hotel room.

March 26

- 1909 – Australian actor Chips Rafferty was born in Broken Hill.
- 1984 – The \$100 note was put into circulation, Douglas Mawson and John Tebbutt were illustrated on the note.
- 2006 – The 2006 Commonwealth Games held in Melbourne close, Australia wins 84 gold, 69 silver and 68 bronze medals, the most of any competing nation.



March Anniversaries

March 27

- 1914 – Eighteen people die in the shipwreck of the steamship Saint Paul at Cape Moreton, Queensland.
- 1939 – The first Commonwealth Aircraft Corporation Wirraway training aircraft, takes to the air at Fishermans Bend, Victoria.
- 1986 – The Russell Street Bombing in Melbourne claims the life of the first female police officer killed in the line of duty.
- 1992 – Lang Hancock, West Australian iron ore magnate, dies.
- 1999 – The ALP government of Bob Carr is re-elected comfortably in New South Wales.

March 28

- 1837 – The Hoddle Grid of streets for Melbourne's central business district is surveyed by Robert Hoddle.
- 1885 – HMQS Gayundah arrives in Brisbane. The Captain refuses to relinquish his command and is removed by a boarding party of Queensland Police.
- 1942 – The first shipload of 8398 American servicemen arrive in Sydney for action in the Pacific theater.

March 29

- 1901 – The first federal election of the Commonwealth of Australia elected members and senators to the first Parliament of Australia.
- 1963 – Supermodel Elle McPherson is born in Killara, New South Wales.
- 1982 – The Sydney Swans play their first game in Sydney after moving from Melbourne.

March 30

- 1772 – Lieutenant Louis Aleno de St Aloüarn of the French Navy made the first claim of sovereignty over Western Australia by a European power, at Turtle Bay, Dirk Hartog Island.
- 1816 – After arriving in Sydney as a convict Francis Greenway was appointed the government's first Civil Architect.
- 1932 – The Grey Street Bridge, later renamed the William Jolly Bridge, was opened in Brisbane.
- 1985 – Sallyanne Atkinson was elected as Brisbane's Lord Mayor, the first woman to hold the post and the first woman Lord Mayor in Australia.
- 1996 – Victoria re-elects the Liberal/National coalition government of Jeff Kennett for a second term.



HMQS Gayundah, 28 March 1885 Arrives Brisbane

March 31

- 1909 – Victoria is the last Australian state to grant women's suffrage.
- 1921 – The Australian Air Force is established, it officially becomes the Royal Australian Air Force in August.
- 1928 – The first Australian Grand Prix motor race was held at Phillip Island.
- 1941 – The Siege of Tobruk begins, for most of the siege the town was defended by the 9th Division of the Australian Army.
- 2002 – Janelle Patton becomes Norfolk Island's first murder victim in 150 years.

March Anniversaries Courtesy of Wikipedia



The Costa Concordia

Nautilus raises concern over scapegoating of Master and leads calls for radical safety review. The grounding of a cruise ship carrying more than 4,000 passengers and crew two Weeks into the Titanic centenary year should serve as a wake-up call to the shipping industry and those who regulate it Nautilus International has warned.

Eleven people Were confirmed dead and 18 missing when the Italian-flagged Costa Concordia capsized after being holed just 150m off the island of Giglio on the western coast of Italy.

Nautilus general secretary Mark Dickinson said the accident had highlighted long-standing concerns raised by the Union over the rapid recent increases in the size of passenger ships.

And he also voiced alarm at the speed with which the ship's master appeared to have been singled out for blame Nautilus is extremely disturbed to see the rush to judgement over the actions of the crew — and the master in particular.' he said.

AIS tracks showed that the ship had deviated from the course it had followed on the previous voyage past the island and Costa Cruises chief executive Pier Luigi Foschi said there had been 'significant human error' on the part of Captain Francesco Schettino.

The route of the vessel appears to have been too close to the shore, and the captain's judgement in handling the emergency appears to have not followed standard Costa procedures the company said.

The master denied these accusations and claimed the ship had struck a lateral rock projection while in an area which his charts indicated was safe.

Mr Dickinson said it was highly regrettable that the master had been singled out for blame before the results of maritime and criminal investigations are available. There is a danger that this will obscure the serious and profound safety lessons that need to be learned.' he added.

'Nautilus has been by no means alone in voicing concern at underlying safety issues arising from the new generation of "mega-ships" — whether they be passenger vessels carrying the equivalent of a small town or container ships with more than 14,000 boxes onboard.' he said. 'Insurers and salvors have also spoken about the way in which the sheer size and scale of such ships presents massive challenges for emergency services, evacuation, rescue, and salvage — and we should not have to wait for a major disaster until these concerns are addressed.

The growth in the size of such ships has also raised questions about their watertight integrity and fire-fighting protection.' he added.

'In 2000, the then secretary-general of the International Maritime Organisation, William O'Neil, cited 12 passenger ship accidents in the previous six years and noted "...in retrospect we can see that it was to some extent a matter of luck — good weather, calm seas, and other ships in the vicinity, for example — that very few lives were lost".

"We believe that more attention needs to be given to such issues as the adequacy of life-saving appliances, and the



"...more attention needs to be given to such issues as life saving appliances, and the quality and quantity of crews and their training..."

quality and quantity of crews and their training and experience in operating these vessels and dealing with emergency situations, including evacuation,' Mr Dickinson said.

Nautilus says it is essential that inquiries into the Costa Concordia grounding examine reports of an electrical problem onboard — an issue which was highlighted in the investigation into an explosion and loss of power onboard Cunard's Queen Mary 2.

It is essential that ships are built for safety, with adequate redundancy rather than a prescriptive minimum, the Union argues.

The inquiries should also address human factor issues including seafarers' working hours, manning and communications Investigations also need to focus on crew competence and training issues. Mr Dickinson added.

The Union is calling for a thorough review of regulations governing the construction and operation of passenger vessels — in particular, standards of stability and watertight Integrity Attention needs to be paid to existing evacuation systems and more innovative systems for abandonment

There must be a thorough and transparent review that provides positive action in response to the findings of the investigations into this incident so that confidence in the cruise industry can be rapidly restored,' Mr Dickinson added. However, it is a tribute to the crew that the ship was evacuated with relatively little loss of life."

This article is courtesy of Nautilus International Telegraph.



Master and Mate face charges...

The Master and first mate of a manx-flagged general cargo ship have been questioned by authorities in Finland over the carriage of 69 Patriot surface-to-air missiles and 158 tons of explosives on their vessel.

The 3,810 gt Thor Liberty, was allowed to sail from the port of Kotka last month after two weeks in detention following the discovery of the weapons on board - allegedly incorrectly stowed and without proper transit papers.

Authorities said that the Ukrainian master and first mate would be charged with a dereliction of maintaining seaworthiness and possibly of transporting military materials without transit documents. If convicted, they would most likely face fines.

This article is courtesy of Nautilus International Telegraph.

Best Practice Policy for Victims of Piracy

The sense of helplessness and the extreme pressure suffered by seafarers and their families because of the threat of piracy must be better recognised and addressed by shipping companies and seafaring organisations., the Maritime Piracy Humanitarian Response Programme (MPHRP) has warned.

Former Intertanko MD Peter Swift, who is now serving as MPHRP chairman, told Nautilus Council members how the initiative — which was launched last year — has developed a set of good practice guidelines for operations in high-risk areas.

The programme was established by an alliance of unions, shipowners, and other maritime organisations to research the issue of piracy and ensure that the human effects on seafarers remain at the top of the agenda. Building on feedback from seafarers, families and shipping companies affected by piracy, the MPHRP has developed a crisis model to ensure that companies properly plan for, and develop procedures for dealing with, operations in high-risk areas. It contends that if seafarers and their families are given information and training before they depart, as well as some useful techniques for dealing with any crisis, then the recovery period will be much reduced and they will be able to adapt and cope better.

Mr Swift explained that the very fact that families know they will be contacted if there is a problem brings them a great deal of comfort. There is also practical information they will need, like whether they will still receive wages, whether they can fly out to meet their loved ones when they are released, or whether the seafarers will be returned home — and how long this might take.

By addressing the probable concerns of the family in advance, the programme argues that seafarers will cope better in a crisis situation.

The MPHRP good practice guide has two distinct parts: one for the company and another for the seafarers and their families

...good practice guidelines for operations in high-risk areas...



Once you have a guide, you then need to train people on how to use it — which we have been doing,' he continued. 'We have also extended the seafarers' assistance helpline to include a piracy response unit. This allows families and seafarers to access help and advice and also leads onto a referral service. It provides a vital support network.'

Evidence gathered from the services has found that 83% of seafarers who experienced an attack by pirates (whether successful or not) did not suffer any after-effects from the experience, Mr Swift said. Another 14% could benefit from some sort of further discussion or support, and only 3% would suffer some sort of longer-term or serious effects and would benefit from professional help,' he added.

'We believe shipping companies, seafarers and their families will all benefit from these guides,' Mr Swift concluded.

This article is courtesy of Nautilus International Telegraph.



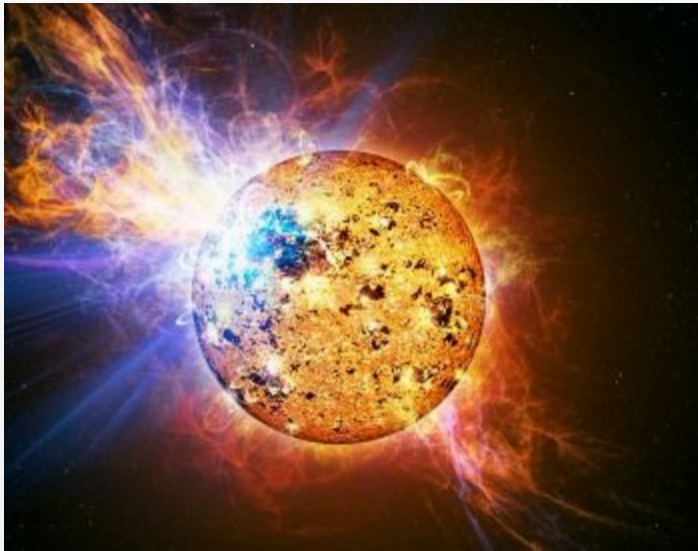
Solar Storms and GPS

Maritime professionals lacking traditional skills could find themselves stranded without electronic navigational aids in the near future, Nautilus Council, chairman Ulrich Jurgens has warned.

Speaking at the December meeting of Council, he described a looming threat to safety for ships relying on GPS and electronic chart display and information systems unless seafarers understand the basics of terrestrial navigation.

High levels of solar activity forecast for the next two years could cause extensive disruption to GPS services, Mr Jurgens said. 'This could mean no electronic navigation for months at a time/ he added.

Solar flares could stop GPS signals getting to the planet 'as the power involved in transmission is only 100 watts and a small amount of interference can stop the signal/ he explained.



'The consequence of this for maritime professionals is that all of a sudden they could be looking at a blank screen or a dead reckoning position on their GPS/ Mr Jurgens said. 'If they are unlucky enough to be operating on a paperless ship or they only operate on ECDIS, they will be completely lost.'

Many seafarers will be unable to navigate, he continued. 'They could also find themselves without the accurate time, as the mobile phone networks will fail due to the lack of signal and satellite tracking systems will also fail. Any jobs relying on GPS and satellite tracking will cease.'

Mr Jurgens said members should also be concerned about the vast number of GPS signal jammers and spoofers now available. 'The equipment needed to jam GPS is small and very easy to come by, which means that it could pose a serious threat/ he pointed out.

'When jamming is combined with spoofing, seafarers could face problems which they have never faced before, and that they may not even realise are problems until it is too late.'

Mr Jurgens said that when he first heard all the facts around the possible failure of GPS he was shocked and has vowed to bring this issue to the top of the agenda for seafarers.

This article is courtesy of Nautilus International Telegraph.

STWC Amendments

International shipowners have been urged to ensure that their seafarers comply with new global requirements on rest hours and alcohol limits.

The new rules came into effect on 1 January as part of an important package of amendments to the Standards of Training Certification & Watchkeeping Convention (STCW).

The International Chamber of Shipping — whose members operate around 80% of the world merchant fleet — warned companies that the new STCW minimum rest hour requirements are likely to be vigorously enforced by port state control officers who will have the authority to check that ships maintain accurate records for individual seafarers which demonstrate they have been provided with the required minimum rest.

For example,' the ICS added, seafarers must now always have at least 10 hours rest in any 24-hour period. To help further reduce the possibility of fatigue, much of the flexibility that previously applied under STCW has now been removed.'

The new STCW rest hour requirements were developed to ensure that they were compatible with those stipulated in the ILO Maritime Labour Convention (MLC), which is expected to enter into force in 2013.

ICS secretary-general Peter Hinchcliffe commented 'It is particularly important that companies comply with the new IMO rest hour requirements and record and monitor seafarers' rest periods. Apart from the importance of preventing fatigue, port state control can be expected to begin checking the authenticity and accuracy of any records by comparing them with other vessel documentation. Seafarers must also confirm that their hours are accurately recorded.'

Nautilus senior national secretary Allan Graveson pointed to important differences between STCW and MLC — with the IMO rules permitting an extra seven hours a week to be worked, albeit for defined two-week periods.

For the first time under STCW, mandatory limits for alcohol consumption are also being introduced (a limit of not greater than 0.05% blood alcohol level or 0.25 mg/l alcohol in the breath), although individual flag states may choose to apply stricter limits.

Other new STCW requirements governing competence standards and certification will be phased in from January 2012. To avoid misunderstandings, ICS recommends that vessels keep onboard copies of two circulars developed by the IMO maritime safety committee in May 2011 which clarify the implementation dates of the STCW 2010 amendments for flag states and port states.

This article is courtesy of Nautilus International Telegraph.



UK Club unveils new strategy to cut accidents

Following in-depth trials with a number of shipping companies, the UK P&I Club has launched a radical new approach to reducing risk at sea.

The 'BowTie' initiative revealed last month aims to use accident information dating back almost 25 years to identify the most common risks, their consequences and control measures.

Loss prevention director Karl Lumbers said that analysis of claims had identified seven primary risk hazards and 76 common threats, which if not contained could cause an incident; and 450 controls which need to be in place and effective if the threats are to be contained.

'Although 60% of UK Club claims are caused by "human error" human error is often only the straw that breaks the camel's back – the last event in a chain of causal events/ he pointed out.

'These causal events can normally be traced back to failures in one or more areas of ship operation; we sometimes refer to them as accidents waiting to happen/ Mr Lumbers explained.

He said the BowTie strategy is based on the development of diagrams that identify and illustrate the full scope of risks and provide guidance to owners and operators on tackling the root cause of expensive claims.

These diagrams are an excellent method for building participation in risk managements rough the organisation, the Club stresses, and they can be discussed initially with the ship's crew and subsequently with the owner.

Mr Lumbers said the strategy should not only cut accidents, but also ease port state control compliance and enable owners and operators to demonstrate good practice.



'With this system you can also look beyond its primary role (for the Club and owners)— namely the reduction in claims levels — to the bigger picture/ he said. 'It should always be remembered that behind so many claims are incidents that lead to serious bodily injuries and loss of life. For those affected, including families and friends of the victims, anything that helps make life safer at sea has to be welcome.'

This article is courtesy of Nautilus International Telegraph.

Asian gypsy moths firmly in DAFF Biosecurity's sights

An innovative inspection regime for preventing incursions of a highly destructive moth into Australia has been developed by the Department of Agriculture, Fisheries and Forestry (DAFF).

Asian Gypsy Moth (AGM) caterpillars eat more than 1600 types of plant leaves, and in sufficient quantities, can strip 30-metre high trees bare of foliage overnight. An incursion into Australia would pose a significant threat to forestry and horticultural industries.

Australia is currently free of AGM but there is a significant risk it could be brought in on commercial vessels leaving high-risk ports during AGM season, which runs from about July to September each year.

Previously, DAFF's blanket approach to AGM inspection meant it did not differentiate between vessels coming from higher or lower risk ports. Having identified this deficiency, DAFF Biosecurity entomologists began looking at ways to use intelligence and technology to streamline the inspection process.

Using satellite data, entomologists identified the types of forests that grow near seaports in Asia where AGM are known to occur, enabling a risk assessment to be developed for each port. This process resulted in an additional five species of AGM and 26 ports in Japan, Korea and China were added to the inspection regime.

To complement these risk assessments, DAFF Biosecurity officers modified the ship inspection pratique process at each port so that they would act as AGM intelligence-gathering activities. The information collected helped form a more complete picture of biosecurity risks.

These intelligence-based initiatives are helping to streamline the inspection process by reducing the number of vessel interceptions and allowing DAFF Biosecurity officers to identify when each port is at the highest risk of transferring AGM.

This article is courtesy of the DAFF.



Collision During Emergency Drills off WA

According to the ATSB while conducting an emergency steering gear drill with seismic vessel 'Ramford Explorer' (hove to), a close quarters situation developed as Nautika Pride was approaching the RE's starboard bow.

In order to pass a heaving line between the two vessels, a closer than anticipated close quarters situation developed due to a wind set and drift down onto the NP which was not allowed sufficiently for. RE's bulbous bow impacted with NP 's port shoulder at waterline level. Two frames were set in with the plating about 5-7 cms in an area about 1 metre by 700mm. There was no cracking.

This article is courtesy of the ATSB.

Steering gear breakdown on board NZ registered Tug

On 31 October 2011, during a voyage from Tin Can Bay, Queensland to Brisbane, Queensland, the vessel's crew activated the tug's 406 MHz EPIRB, thus declaring an emergency, about 80 nm ENE of Cape Moreton after the tug's steering was damaged and couldn't be fixed. The crew of three were airlifted off to safety and a tug from Brisbane was sent to take it in tow.

The ATSB emphasize that regardless of the length of a voyage, or their experience, the crew should always adequately prepare their vessel before departing port. The proper stowage and securing of equipment to prevent movement in a seaway and the carriage of spare parts to repair critical equipment are essential parts of a thorough voyage preparation. The dangers of being ill-prepared for a voyage have been illustrated in previous ATSB investigations.

This article is courtesy of the ATSB.

NZ updates search and rescue ties with Cook Islands

The updating of an agreement between New Zealand and the Cook Islands will help ensure greater communication and collaboration during search and rescue missions, says Maritime New Zealand (MNZ).

MNZ's Rescue Coordination Centre New Zealand (RCCNZ) is responsible for responding to major land, sea, air and emergency-beacon related incidents within New Zealand's Search and Rescue (SAR) region – a 30 million square kilometre area that includes the Cook Islands.

"The signing of this agreement with the Cook Islands Government officially recognises importance of ensuring good cooperation and communication during search and rescue operations with other territories that fall within New Zealand's SAR region," says Director of Maritime New Zealand (MNZ) Keith Manch.

"The agreement also formalises the process for sharing information and resources to mount effective and timely rescues within that region."

- 1 RCCNZ and the Cook Islands Police are the implementing agencies for the updated agreement, which says that both will agree to:
- 2 Promptly and regularly exchange information during actual or potential distress situations
- 3 Assist each other where appropriate during SAR missions in their respective areas within New Zealand's SAR region
- 4 Take appropriate measures for the use of SAR units and facilities within New Zealand and the Cook Islands while engaged on SAR missions
- 5 Exchange information on current SAR resources available, to ensure shared knowledge of each other's SAR capabilities
- 6 Conduct regular communications checks with each other to ensure the efficiency and effectiveness of SAR communication links
- 7 Conduct periodic SAR exercises to test agencies' ability to coordinate effective joint SAR operations in their areas of responsibility; and
- 8 Where appropriate, exchange relevant SAR documentation, to allow for the development of shared procedures and systems that will work smoothly in practice.

"The agreement is also in line with what the International Maritime Organisation and International Civil Aviation Organisation encourage member countries to do, in that it takes the uncertainty and hassle out of coordinating SAR missions that cross between different countries," says MNZ Manager of Safety Services, Nigel Clifford.

Mr Clifford says RCCNZ will also be looking to update agreements with other Pacific Island states over the coming year.

This article is courtesy of the Maritime New Zealand.



Got a Story for The Log?

Well, I do hope you've enjoyed this month's edition of The Log. This is my first "stab" at producing the newsletter, so please accept my apologies if I have not managed to cover all the topics you would like to see included. I am always open to suggestions! Alex...

Do you have a story for the Log?

If you wish to make a contribution to the Log please contact:

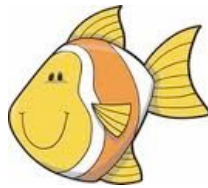
Alex Evered

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Little Known Maritime Facts:



A number of primary schools were doing a project on "The Sea." Kids were asked to draw pictures or write about their experiences. Teachers got together to compare the results and put together some of the 'better' ones.

- This is a picture of an octopus. It has eight testicles. (Kelly age 6)
- Some fish are dangerous. Jellyfish can sting. Electric eels can give you a shock. They have to live in caves under the sea where I think they have to plug themselves to chargers. (Christopher age 7)
- Oysters' balls are called pearls. (James age 6)
- If you are surrounded by sea you are an Island. If you don't have sea all around you, you are in continent. (Wayne age 7)
- I think sharks are ugly and mean, and have big teeth, just like Emily Richardson. She's not my friend no more. (Kylie age 6)
- My uncle goes out in his boat with pot, and comes back with crabs. (Millie age 6)
- When ships had sails, they used to use the trade winds to cross the ocean. Sometimes, when the wind didn't blow, the sailors would whistle to make the wind come. My brother said they would be better off eating beans. (William age 7)

On Line Payments

Just a reminder, we do accept EFT payments for yearly subscriptions and Branch Meetings.

Our banking details are:

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A/C 1042 1609

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