



No. 6 / 2011

THE MEGAPHONE

June Report

The next meeting of the Sydney Branch will be held at 1800 hrs for 1830 hrs dinner,
Wednesday 13th July, 2011 at the New South Wales Sports Club,
10 Hunter Street,
Sydney, NSW.

Guest Speaker:

**Capt. Jenny Daetz, RAN
Deputy Hydrographer of Australia**

Topic:

An update on the Australian Hydrographic Service.

Please confirm your own & spouse/ friend's intentions to attend by contacting

Capt. Frank Pickering

fpickering6@bigpond.com

**Phone Mobile 0418 499 166 or if urgent 9520 6976
before 1200 hours, Friday 8th July, 2011**

**The Company of Master Mariners - Sydney Branch
PO Box A 2534 Sydney South, NSW, 1235**

Minutes of the meeting of the Sydney Branch of the Company of Master Mariners of Australia, held at the NSW Sports Club, Sydney, Wednesday 8th June, 2011.

The meeting opened at 1930 hrs. Capt. Richard Sandeman-Gay, in the Chair, welcomed CMMA members, the Guest Speaker and Guests.

Attendance: As per Attendance Book.

Apologies: Capts. Ted van Bronswijk, Steve Herklots, Nick Lampe, Ted Wilson, and Jim Bilimoria.

Guests: Guest Speaker – Tim Holt Guests – Mike Williams, Larne Edwards and Elizabeth Sandeman-Gay.

Confirmation of Minutes of last meeting as published in The Megaphone:
Proposed by Capt. R. Whittington Seconded by Capt. M. Bertram

Hon. Treasurer's Report:

Commonwealth Working A/C	\$ 5,270.33
CU Australia	\$ 6,473.00
On hand to bank	\$ 470.00
Accounts to pay	<u>\$ NIL</u>
TOTAL	<u>\$ 12,213.00</u>

Acceptance - Proposed: Capt. K. Nettleship Seconded: Capt. R. Whittington
Matters arising: There are 25 members still to pay their 2011 subscriptions.

Hon. Registrar's Report:

Readings:
William Teunis Korevaar, Ordinary, Melbourne. Master on Melbourne Tugs. Not Known.

Federal Business:

1. Articles are urgently needed for the MM Journal due out at the end of June 2011.
2. The costs for advertising in the MM Journal are available from the Branch Master.
3. The anti-piracy petition is still available to be signed at www.endpiracypetition.org
4. Vote on the three Amendments to the CMMA Constitution. The resolutions were read to assembled members and a vote on each taken.

The result of the vote on Resolution 1 was a unanimous vote in favour of the change.

The result of the vote on Resolution 2 was a unanimous vote in favour of the change.

The result of the vote on Resolution 3 was 11 votes in favour and one (1) vote not in favour.

There was a short discussion on a query on the duration of studentship, as a person would remain a student until such time as they “*obtain a deck watchkeepers certificate*”, and it was possible that this could be extended for a considerable time. The Chairman said he would contact the Federal Secretary and get clarification on this matter. (**See below for answer!**)

General Business:

1. Book before Friday, 1300hrs the week before the meeting for dinner confirmation please. Please call Capt. Frank POickering on 0418 499 166 or email fpickering6@bigpond.com
2. The postal address for Sydney Branch has changed to: PO Box A 2534, Sydney South, NSW, 1235.
3. Wives and other guests are welcome at monthly meetings.
4. Membership fees for 2011 are due; donations are kindly accepted.
5. Planning for a Sydney Maritime Day is in progress. The Chairman noted that not much had been accomplished so far due to the inability to find a suitable site on any wharf managed by Sydney Ports Corporation.

The Chairman is still of the opinion that there are very good and suitable sites that can be leased from Sydney Harbour Federation Trust on Cockatoo Island. The island is serviced by an extremely good ferry service and hosts exhibitions on the island on many occasions. Time is moving on and if we want to manage a Maritime Day in 2012 we need both support and suggestions from members.

(At the recent Branch Court meeting, it was decided that items 1 and 2 above, have been sufficiently promulgated over the past 12/18 months and will not appear in the Megaphone in future editions.)

Dates for your calendar:

1. **Monday 20th June 2011** – NSW Maritime Panel presentation. Speaker **Glen Jones, Land and Property Information (LPI)** Subject – **LiDAR – What’s it all about?** Function Room, Ground Floor, 8 Thomas Street, Chatswood. All welcome. Refreshments 1730 and lecture starts at 1800 hrs.
2. **Wednesday 6th July, 2011** – IMarEST and RINA NSW Technical meeting. Speaker **IMarEST** Subject **Marine Renewables – Mooring Design for Wave Energy Systems.** Function Room, Ground Floor, 8 Thomas Street, Chatswood. All welcome. Refreshments 1800 hrs, lecture starts at 1830 hrs.
3. **Wednesday 13th July 2011** – Master Mariner Branch Meeting. 1800 hrs for 1830 hrs dinner. Guest Speaker **Capt. Jenny Daetz, RAN.** Subject – **An Update on the Australian Hydrographic Service.**

The meeting closed at 1956 hrs.

The Federal Secretary’s clarification to query, above:

‘The student membership is valid whilst the student is studying and obtaining his/her sea time. The student member does enter in to a mentoring agreement with the CMMA and this will safeguard the progression of the membership, i.e if the mentoring agreement is withdrawn through the discretion of the mentoring branch, the student membership status will also be withdrawn’

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ADDRESS

Tim Holt – Country Manager Maritime Australia & New Zealand for Det Norske Veritas

“Quantum – Containership of the Future”

Capt. Frank Pickering introduced Tim Holt to the assembled members and guests. Tim’s talk took the form of a power-point presentation on container ships of the future. In the introduction Tim explained that ‘*Quantum is the name of a new container ship concept introduced by DNV. The new concept is based on both technical and market research and innovation and is designed to transport more cargo while using less fuel with a reduced environmental impact.*’



Quantum – Container ship of the future

Shipping is facing a new reality

- _ Change in global economy
- _ Increasing fuel oil cost
- _ Environmental rules and legislations
- _ Extended ECA areas
- _ Cold ironing
- _ Carbon tax?
- _ Shipper requirements to environmental friendly shipping
- _ Public awareness and environmental footprint.

Slow steaming, one of the strategies used by containership owners to overcome high fuel prices, has not received many complaints so far from shippers, but as more routes are included in this scheme, and ‘time sensitive’ cargoes are affected, this may change dramatically.

What will the future bring? (Some examples!)





Objective

Develop an innovative container ship concept that could be realized 3-5 years into the future, & achieve improved performance with respect to operational efficiency and environmental impact.

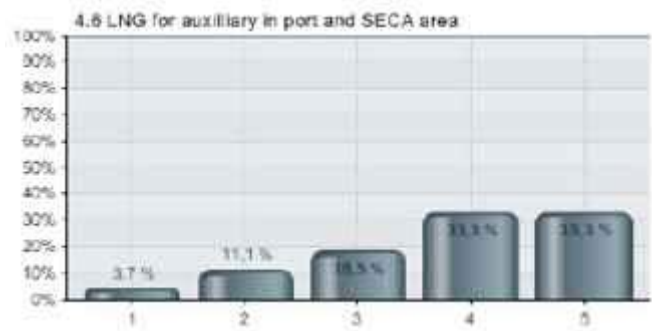
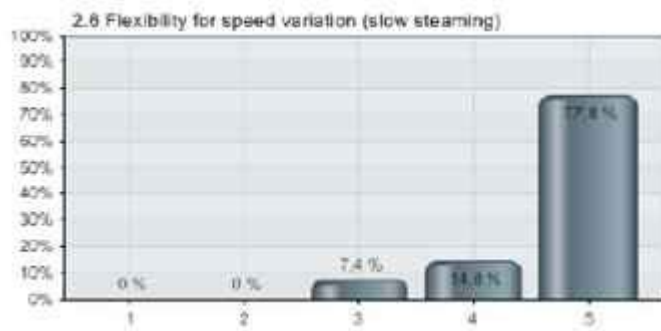
The above encompasses fuel efficiency, loading flexibility (stability/strength), loading /unloading efficiency, cargo space utilization, cargo security, fire safety, fabrication cost and operational cost.

Industry needs and solutions

DNV involved industry members in a Questback-survey to define industry needs and rank the different solutions. Ship yards, ship owners, liner operators were invited to participate.

Needs.

Solutions.



Some of the *industry needs* that ranked near the top of the list included fuel efficiency (top) followed by reliability of operation and ability to keep the schedule, environmental footprint and flexibility for speed variation (ie. Slow steaming).

The industry was also asked how interested they would be in *alternative solutions* in new container ship design. In this section advanced coating systems for reduced friction, the use of LNG for auxiliaries in port and in SECA areas (Sulphur Emission Control Areas), dual fuel propulsion – diesel/LNG, and cold ironing shore connection systems were all near the top of the list, whilst multi-hull construction and wind power were near the bottom, nuclear power was at the bottom.

Design Case

In this next section a market study and analysis was undertaken.

The trade area selected for this was the Europe – South America trade. It was discovered that there is a short coming in specialized tonnage with shallow draft and high reefer capacity. The vessels suited were the “Baby post-Panamax” (5,500 TEU). The number of suitable trades for vessels of about 5,500 teu is larger than for any other segment.

The summary of the design case was 5,500 to 7,000 TEU (Baby Post Panamax) on the Europe/South America trade, with high reefer capacity, flexibility in operation with a maximum draught of 12m and a design speed of 21 knots, but flexible speeds in operation.

Concept Development – Hull

In this section hull design was looked at. It was found that multi-hull design was beneficial at speeds in excess of 28 knots, whereas a wide-deck monohull increased the payload without penalizing the required power. It was also found out that a vessel of 261m, beam 42.5m with a block coefficient of 0.57, gave the lowest resistance when considering both hull friction and wave making. To go from 0.58 to 0.63 Cb, increased resistance by 10%. There was also a study of using of lightweight materials in areas such as superstructure, hatch covers piping etc, in shipbuilding to reduce overall displacement and thus increase fuel economy. 1000 tonnes weight reduction would mean a 0.5% reduction in fuel, so both emissions and future tax are reduced.



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Concept Development – Machinery and Propulsion

Single screw and twin screw (direct driven, geared transmission and electric driven) as well as azimuth thrusters were considered as means of propulsion. This was coupled with the different types of fuel, HFO and MDO, and also with LNG being added to the mix. According to DNV, LNG is a clean fuel, has a proven technology – it is in use on 14 ships at present, and the price of LNG is expected to decrease relative to oil prices. At present there is limited availability of LNG outlets, though there are large resources available. (See Hon. Ed’s remark at end). DNV has rules for LNG propulsion. Against all this is the fact that LNG requires a tank volume approximately three (3) that of HFO.

There were 4 Quantum fuel mixes proposed for the trade under study (Europe/S. America). The alternative combinations of MDO and LNG were:

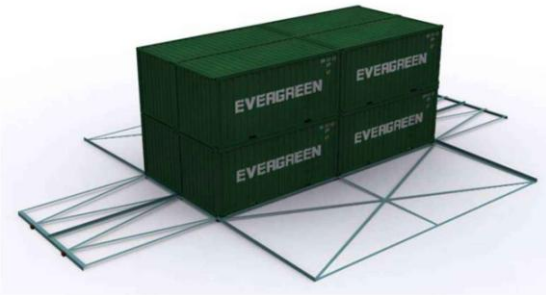
1. Only MDO
2. Only LNG
3. LNG in Port
4. LNG in coastal legs and MDO on Atlantic crossings.

Fuel Case	MDO		LNG	
	ton	m ³	ton	m ³
1	5,397	6,133	0	0
2	108	123	5,289	11,806
3	4,731	5,376	512	1,143
4	2,566	2,916	2,831	6,319

Estimated fuel consumption in a round trip with 1200 reefers. LNG tank situated beneath superstructure so no loss of cargo space, tank capacity 5000m³, with refueling in Buenos Aires and Rotterdam.

Concept Development – Cargo handling

Cargo handling – boxes in boxes. Up to eight empty 20’ containers in one lift – fewer crane lifts – less lashing required – requires no specialized equipment and folds for easy storage..



Carbon Footprint

The dual fuel 21 knot Quantum vessel had a 36% reduction in carbon footprint to the 25 knot reference vessel and a 16% reduction compared to the 21 knot reference ship.

Tim finished his address with power point closing screen that ‘Quantum is a concept containership developed by DNV to test new ideas and future oriented solutions’..

Capt. Mike Bertram thanked Tim Holt for his very interesting talk and presented him with a small gift from the CMMA Sydney Branch.

(Hon.Ed's Note: Whilst LNG is apparently a much cleaner fuel as far as sulphur dioxide, nitric oxide and nitrogen dioxide are concerned and as these will be almost totally banned as emissions from ships in Europe and many other parts of the world in the future, we must find a better way of obtaining LNG, especially the most noxious manner used at the moment in getting CSG (coal seam gas) out of the ground. The disastrous effects this has had in the USA and now Queensland and soon to be NSW is certainly not good for the future of the people living in those areas.)

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The fantastic solar-powered ship **MS Turanor Planet Solar** visited Brisbane last week on its circumnavigation of the world. **Source: Maritime Clippings. Photo : Edgar Gold ©**

RNLI



A proud volunteer service with a distinguished history

The Royal National Lifeboat Institution (RNLI) was founded, as the National Institution for the Preservation of Life from Shipwreck, in 1824. Sir William Hillary appealed for the creation of such an organization after having witnessed the wrecking of dozens of ships from his home in Douglas on the Isle of Man. Cork lifejackets were first issued to crew members in 1854. Those were replaced in 1904 by kapok lifejackets. Synthetic foam Beaufort lifejackets were first issued in 1970. The RNLI is supported entirely by voluntary donations. The first street collection of funds was in Manchester in 1891. The RNLI enjoys wide public support and service as a crew member is highly prestigious.

The most decorated lifeboatman was Henry Blogg from the Cromer station in Norfolk. During his 53 years of service, he was awarded three Gold and four Silver RNLI Medals for Gallantry, as well as the George Cross and the British Empire Medal. He launched 387 times and participated in the saving of 873 lives. Originally, all the lifeboats were propelled by oars. Steam-powered lifeboats were introduced in 1890 and motor-driven lifeboats were first used in 1905. The rigid inflatable lifeboat was introduced in 1972. Larger all-weather lifeboats have been undergoing continuous development and improvement since their introduction in 1982. As more people make use of the beach for recreation, the RNLI began shoreline patrols, Lifeguards, in 2001. That same year saw establishment of the first inland waterway RNLI lifeboat station. Today, the RNLI operates 444 lifeboats from 235 lifeboat stations around Great Britain, Ireland, the Isle of Man, and the Channel Islands. Its headquarters are located in Poole. [Source: Maritime Today. Maritime Musings. Dennis Bryant.](#)

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Port Hedland development plan unveiled

Port Hedland in Australia will see the massive development of nearby Finucane Island if BHP Billiton gains governmental approvals. As Port Strategy reported, BHP Billiton is seeking government approvals for the comprehensive development of its outer harbour facility in Port Hedland, which includes landside infrastructure and marine development. The plans are for a 4km access jetty and 2km wharf to the north of Finucane Island. Jetty conveyors will move ore material from a station on the island to a transfer deck, then on to the wharf conveyors and into four shiploaders servicing eight shiploading berths. The mining company is also seeking approval for a plan to allow the passage of recreational water craft under the elevated jetty trestle at controlled locations. The project, which will require dredging to create new berth pockets, basins, channels and links to the existing navigation will create 54m cubic metres of dredged material. Further, the development will require extensive material handling infrastructure and hinterland links along a proposed infrastructure corridor which will extend from the stockyards at Boodarie to the jetty on the northern shore of Finucane Island, crossing a creek via an elevated causeway. The PER/Draft EIS will be available for public comment for a period of eight weeks. [Source : Shipping Clippings. Dredging News Online](#)

RESULT OF VOTE ON CONSTITUTIONAL AMENDMENTS BY THE 6 BRANCHES OF THE COMPANY OF MASTER MARINERS OF AUSTRALIA VOTES WERE CAST IN MAY & JUNE 2011

Proposed Resolutions:

Resolution 1

Clause 1(a) be amended so that the definite article “the” be removed from the company name and it referred to as “Company of Master Mariners of Australia”, to its original name. This will require clause 1(a) to be deleted and new clause 1(a) to be inserted.

“The company is registered under the Corporations Act as The Company of Master Mariners of Australia. This constitution is the constitution of that company. However, the name of and any references to the company shall be to Company of Master Mariners of Australia”

Resolution 2

Clause 42 be amended to allow the Deputy Federal Master to be able to hold a concurrent elected position within a Branch Court. This will require Clause 42(h) to be changed and a new clause to be inserted (Clause 42(i):

(h) The Federal Master may not concurrently hold elected office in a Branch Court

(i) The Deputy Federal Master may concurrently hold office in a Branch Court but will be entitled to one vote only, unless acting as Chairman.

Resolution 3

Clause 14 (membership) should be extended to 7 categories to include:

14(g) student membership

Clause 15 must also be extended by adding (g) for a description of “student membership”

15(g) The Company may mentor a student or students under a mentoring agreement whilst training as a deck officer at a RTO and may assist the student in placement to obtain his or her sea time. The “student membership” will expire when the student obtains a deck watch keeper’s certificate which will make him/her eligible to apply for an “associate membership”. The joining fee will apply and a certificate signed by the Federal Master only will be issued, but there will be no annual membership fees until the student obtains an associate membership status.

<u>BRANCH</u>	<u>RESOLUTION</u>	<u>RESULT</u>	<u>FOR</u>	<u>AGAINST</u>	<u>ABSTAIN</u>
BRISBANE	1	PASSED	17	0	0
	2	PASSED	17	0	0
	3	PASSED	17	0	0
NEWCASTLE	1	PASSED	8	0	0
	2	PASSED	8	0	0
	3	PASSED	8	0	0
SYDNEY	1	PASSED	27	1	0
	2	PASSED	28	1	0
	3	PASSED	26	2	0
MELBOURNE	1	PASSED	18	1	0
	2	PASSED	18	1	0
	3	PASSED	17	1	1
SOUTH AUSTRALIA	1	PASSED	17	0	0
	2	PASSED	15	2	0
	3	PASSED	17	0	0
W. AUSTRALIA	1	PASSED	34	0	0
	2	PASSED	34	0	0
	3	PASSED	34	0	0
TOTAL VOTES			360	9	1

I hereby declare that all three Resolutions were accepted by all six Branches and can therefore be incorporated as Amendments to the 2002 Constitution.

Declared by Frank Kaleveld, Federal Secretary and Returning Officer. At Fremantle, WA On 28 June, 2011

IMO, Djibouti sign anti-piracy training centre deal

A deal has been finalised that will allow the International Maritime Organization to fund the building of a regional anti-piracy training centre in the Djibouti.

Djibouti is a small African country near the Horn of Africa.

Mohamed Moussa Ibrahim Balala, Djibouti's minister of equipment and transport, and Koji Sekimizu, director of the IMO's maritime safety division, have signed a memorandum of understanding at a meeting held to formulate a regional co-ordination process for maritime security training and to endorse the centre.

The meeting adopted a resolution to establish the mission and objectives of the regional training centre in Djibouti; the coordination process for regional maritime training; and the process for the programming of regional training. Building work is expected to begin by the end of this month.



The memorandum will promote the implementation of the Code of Conduct concerning the Repression of Piracy and Armed Robbery against Ships in the Western Indian Ocean and the Gulf of Aden, commonly known as the Djibouti Code of Conduct.

Photo credit - Central Intelligence Agency

Source: [Lloyd's List](#). June 3rd 2011

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Edward Teach aka Blackbeard



A pirate with a notorious but short-lived career

Edward Teach was born in about 1680, probably in Bristol, England. He apparently arrived in the Caribbean in about 1700, gaining employment as a privateer, a common practice for English sailors attacking Spanish ships with a veneer of legitimacy provided by the Crown. When Queen Anne's War (also known as the War of the Spanish Succession) ended in 1713, the English privateers were officially out of business. Many of them, Teach included, turned to

piracy. He joined forces in 1716 with Benjamin Hornigold, who operated out of the pirate stronghold of New Providence in the Bahamas Islands. In 1717, Hornigold accepted a royal pardon and retired from piracy. This left Edward Teach in charge of a small flotilla of pirate vessels. In November 1717, he and his band captured a large French guineaman off the coast of Saint Vincent. They commandeered the French vessel and renamed it “Queen Anne’s Revenge”. About this time, Edward Teach began referring to himself as Blackbeard. He was a tall man with a long black beard. He often tied his beard into small pigtales, to which he sometimes attached bright ribbons. Like Lady Gaga, he recognized the value of making a distinctive first impression. When attacking another ship, he tended to wear black clothing, bandoliers with three braces of pistols, and lighted matches stuck in his hair. For the next six months, Blackbeard became the scourge of the Caribbean, attacking ships at will.

In May, 1718, he brought his flotilla to Charles Town, South Carolina (later renamed Charleston). The flotilla anchored off the port. They stopped and looted every ship attempting to enter or depart the port. After about a week, the Governor of South Carolina paid a ransom of valuable medical supplies and other goods. Blackbeard departed, taking with him the ransom and the valuables seized from the ships that he had detained. From Charles Town, the flotilla moved north to Topsail Inlet (now called Beaufort Inlet) on the North Carolina coast. The plan was to careen the hulls in the relative obscurity of those waters prior to returning to the Caribbean. Unfortunately, the “Queen Anne’s Revenge” and another vessel ran aground and were damaged beyond repair. Edward Teach and some of his cohorts took a sloop and sailed to Bath, then the capital of the Colony of North Carolina.

In June 1718, they received pardons from Governor Eden. By August, apparently bored with life ashore, Edward Teach resumed his career as Blackbeard the Pirate, operating out of Ocracoke Inlet, not far from the wreck of the Queen Anne’s Revenge. Governor Spotswood of Virginia, exasperated by the cozy relationship between Blackbeard and Governor Eden of North Carolina, commissioned a Royal Navy contingent to hunt down Blackbeard. On November 22, 1718, the two Royal Navy sloops discovered Blackbeard and his ship, the “Adventure”, anchored on the inner side of Ocracoke Island. Unfortunately for Blackbeard, a large number of his crew was ashore at the time. One of the sloops was severely damaged in the battle. Blackbeard and his men stormed aboard. They were outnumbered though and slowly driven back. Blackbeard, in the thick of the fight, was shot and stabbed numerous times. When he died, the remaining pirates surrendered. Blackbeard’s head was suspended from the sloop’s bowsprit and his body was thrown into the sea. The remaining pirates were delivered to Governor Spotswood in Williamsburg, Virginia. After a quick trial, most were found guilty. They were hung and left to rot in gibbets along what became known as Gallows Road.

In a postscript, the remains of the Queen Anne’s Revenge were rediscovered in 1996 lying in about 25 feet of water just west of the Beaufort Inlet Channel. Numerous artifacts have been recovered and conserved. Most are on display at the North Carolina Maritime Museum in Beaufort. On May 27, 2011, one of the ship’s anchors, weighing about 3,000 pounds, was brought to the surface. [Source: Maritime Today. Maritime Musings. Dennis Bryant.](#)

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Companies line up to run Sydney Ferries

There has been a strong expression of interest from Australian and international companies hoping to run Sydney Ferries, the NSW government says. Twenty-eight companies, ranging from pleasure cruise company Captain Cook Cruises to the Commonwealth Bank, have registered their interest in running the ferry service, Transport Minister Gladys Berejiklian said on Wednesday. Ms Berejiklian said she was delighted so many had applied, given that only 10 companies had expressed interest in running Sydney Ferries under the Labor government in 2008. "This is a vote of confidence in the O'Farrell government's determination and ability to finally give Sydney the ferry service it deserves," she said. Other companies that have registered their interest include construction company John Holland, Serco, Veolia Transport, SeaLink and Manly FastFerries. Under the franchise plan, the NSW government will retain control of fares and routes and the franchise contract will include staff and safety obligations, Ms Berejiklian said. "The department will assess the capability of the interested parties as we move into the next phase of the franchising process," she said. Shortlisted companies will then be invited to make a detailed submission. [Source : Sydney Morning Herald via Shipping Clippings](#)

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It looks like memories are short, but this ferry appears to be at sea with its bow visor open!!!

[Source: Shipping Clippings. Photo : Iain Henstridge \(c\)](#)

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Naked rower rescued off Australia after head cut

An Irishman rowing naked across the Indian Ocean has been rescued off Australia after he hit his head in rough seas. Keith Whelan stopped the bleeding himself after a swell threw him. He called a member of his team in Britain on Tuesday morning who notified Australian authorities. A cargo ship eventually picked him up. Naomi Smith with the police in Perth said the injury was minor and Whelan is being taken to Bunbury on Australia's western coast - 370 miles (600

kilometers) south of Geraldton, where Whelan set off last month. The 29-year-old wants to become the youngest person to sail from Australia to Mauritius, off Africa, and he's added another twist - he's not wearing clothes. Bad weather has already forced Whelan back to shore once. [Source Shipping Clippings -.thenakedadventurer.com](#)

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Welcome to Australia: Kembla the first port of call for cruise ships

The Port Kembla coal loader could replace the Sydney Harbour Bridge as the first taste of Australia for thousands of cruise ship passengers after a new report named the port as an alternative berth to Sydney harbour. While the move could bring a large boost to Wollongong tourism, linen-clad retirees bound for Sydney from Singapore or the Pacific Islands may be surprised to be greeted by a view of the bulk products berth, rather than the Opera House. With cruise ships being built bigger than ever, fewer of them will be able to fit under the Harbour Bridge, so the report from the Sydney Harbour Foreshore Authority (SHFA) has considered other passenger options. One of the proposals could involve flashy white liners such as the Diamond Princess or Queen Mary 2 pulling up near the coal loader or BlueScope's industrial dock. Port Kembla, along with Newcastle and Port Botany, are considered "fallbacks" for the larger cruise ships, the SHFA says. "From a cruise passenger perspective, [Port Kembla] in the short term could be used on an ad hoc basis to berth vessels if required and indeed in the recent past has been seriously considered as a viable 'fallback' by some members of the cruise ship industry," the report says. "The Inner Harbour has sufficient water depth, wharf length and bunkering facilities to accommodate any passenger vessel. "From a long-term perspective the port could also be considered as a viable option [subject to a more detailed study being undertaken and the Port Kembla Port Corporation approving the business case]. "Yesterday, the Port Kembla Port Corporation said matters had not advanced to this stage. "Port Kembla Harbour has sufficient facilities to handle vessels of various sizes, [but] at this time PKPC has not been approached regarding the situation and as such we have not progressed the matter," a spokeswoman said. However, the report concludes that Port Kembla is not the favoured destination in the opinion of the operators of the cruise lines who would use the fallback port. "Operators have advised at this point in time that this would not be a preferential location for a passenger terminal," it states. It recommends Port Botany as a better option but says the site would need to have a passenger terminal installed. The SHFA report was completed in January, around the same time a new Sydney passenger terminal was approved at White Bay, west of the Harbour Bridge. [Source : Shipping Clippings – illawarramercury](#)

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Imported cars to be tested for radiation

Cars arriving from Japan this week will be screened for radiation upon arrival at Port Kembla, the Federal Government's radiation monitoring authority has confirmed. ARPANSA - the Australian Radiation Protection and Nuclear Safety Agency - will screen the cars at Port Kembla before they are offloaded from the Panama-flagged vehicle carrier *Trans Future 7*. "We're pleased ARPANSA have recognised that this is an important health and safety issue," Maritime Union of Australia assistant national secretary, Warren Smith, said. "All we have been asking is for cargo to be tested before being offloaded in Australia. The fact remains that we actually have no idea whether goods are contaminated or not." Port Kembla imported more

than 3.5 million revenue tonnes of assembled passenger motor cars in the 2009/10 financial year which accounted for 30% of the NSW port's total imports. [Source: Lloyd'sList/DCN.Sineva Toevai](#)

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'Day of the Seafarer' to be celebrated tomorrow

Tomorrow [25/6] is the annual "Day of the Seafarer" when the hard work of mariners is recognised around the globe.

The Australian Shipowners Association has joined the campaign being conducted by the International Maritime Organisation (IMO) and believes the "day of the seafarer" is about recognising the contribution seafarers make to our way of life.

"Unfortunately the role of the seafarer is often overlooked - without these men and women, who choose to go to sea, we would be without many of our day-to-day goods," said ASA's executive director, Theresa Hatch.

Ms Hatch also believes the day is about recognising the work of charitable organisations across the globe, which support the seafarers, such as Mission to Seafarers and Stella Maris.

June 25 was chosen by the IMO, as it marks the day when revisions made to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW) were adopted in Manilla, the Philippines.

Some of the amendments made are:

- minimum rest hours being increased from 70 hours to 77 hours;
- mandatory recording of each seafarer's rest hours; and
- new training requirements in areas such as leadership and teamwork, record books, security, tanker training and new seafarer grades and certification.

[Source: Lloyd'sList/DCN. Rhiannon Zanetec](#) (seems we forgot this too! Hon.Ed.)

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Sweet relief as wreck find ends 76-year mystery

The loss of the Coramba's crew devastated Depression-era Victoria; now the discovery of the steamer's wreck has brought closure to some families. It is more than 76 years since Audrey O'Callaghan last saw her father, Captain John Dowling, but she remembers their last moments together with a clarity born of reliving them in her mind countless times since. She was 12 when she walked her 47-year-old father to the bus stop at Williamstown before he set off on one last journey on the cargo steamer TSS Coramba. The return trip to Warrnambool in the



state's south-west to collect goods meant he would be gone for a fortnight. But she recalls feeling uneasy.

"We were very close ... I kissed him good-bye and I said, 'Dad, I wish you were at home every night like other dads.' He said, 'I won't be long,' " Mrs O'Callaghan, 88, told The Sunday Age from her home in Angaston, in the Barossa Valley. But the captain's promise was not to be, and his daughter's fears proved well founded. By

the time the Coramba was due to leave Warrnambool, the weather had turned. Captain Dowling (Left below) requested permission from the shipping office to delay his return, but was



ordered out to sea. In one of Victoria's worst maritime disasters, the Coramba capsized off Phillip Island during a storm on 30 November, 1934, and all 17 on board died. "The ship should never ever have sailed. My father was so worried [about the storm] but he was ordered to go," Mrs O'Callaghan said. The devastation of losing her father and his entire crew was deepened by not knowing where the ship had finally come to rest. Two weeks ago, maritime historian Des Williams and diver Mark Ryan, of not-for-profit Southern Ocean Exploration, ended one of the state's most enduring shipwreck mysteries when they found the Coramba lying on its port side 66 metres beneath the surface. "Des promised me that he would never give up, and he didn't. He kept his word," Mrs O'Callaghan said.

Mr Ryan described the find as the sweetest discovery of all. "This is the most looked-for ship in Victoria. It's a very significant shipwreck," he said. "It was lost with all hands - it had a huge impact on the local community." The surviving family members of the all-Victorian crew were stunned by the news. "It's such a relief," Mrs O'Callaghan said. "I'm glad I've lived this long. I was hoping that I might be lucky enough."

Her most treasured memento of her father is a letter he wrote to her when she was a baby and he often spent months at sea. It was a guide for how to live her life in the event that one day he didn't come home. "My mother gave it to me when I was 12. It's the most beautiful letter. I love reading it. He was such a thoughtful man," she said. Her brother Jack, who was nine at the time of their father's death, died in December. He used to stare at the vast waters off Phillip Island wondering where his father's remains lay.

His wife, Norma Dowling, 82, of Seabrook, said: "Jack would have been over the moon ... just to know that somebody had found it and that they were all laid to rest. Just to know where he was. He could have gone down there and said, that's where my dad is." Mr Ryan said the 50-metre cargo steamer was supposed to enter Melbourne through Port Phillip Heads but a fierce gale made that impossible. It was trying to seek refuge in Western Port Bay when it capsized before any lifeboats could be released. The bridge, and the ship's bell and clock - which had stopped at 10.30pm - were washed ashore, as were four bodies.

"I would assume the others were trapped inside the ship when it went down," Mr Ryan said, adding that the wreck may still contain remains. The 17 members of the Southern Ocean Exploration group had been searching for the Coramba for eight years before last month's unexpected find, Mr Ryan said. The wreck's location, 15 kilometres south-east of Phillip Island, was "wildly outside" where it was thought to be.

"I was actually out looking for a ship called the Kermandie. I knew that as soon as I put the boat over it and checked it with the depth sounder that what we had found was substantially bigger. I knew straight away that it had to be the Coramba," Mr Ryan said. Southern Ocean Exploration had spent nearly \$30,000 trying to find the ship, he said. Diving to the wreck last Sunday, was "absolutely mind-blowing". "The ship's in good condition considering what it went through. The back half of the ship, the stern, is in very good condition, the propellers are good. The front end of the ship is quite broken up from where it hit bottom," he said.

He couldn't see many artefacts, such as bottles or plates, but more dives are planned for coming weeks. Mr Williams' interest in the Coramba harks back decades. He wrote the 1985 book *Coramba: The Ship the Sea Swallowed*, and said he had been "obsessing over the damn ship" ever since. "I got more involved with the families and it was the human side of the wreck that really got to me, not just finding the rotten thing. There were 17 people lost. In the late Depression era, it was a horror for the families," he said.

John Sullivan, of Cranbourne, whose namesake grandfather went down with the Coramba, agreed that the calamity had been "very traumatic" for the families, and many endured years of financial hardship. He said his 84-year-old father, also named John, had dementia but he would consider telling him the good news. "I am rapt ... the perseverance has paid off." Mr Sullivan said his grandmother's and great-aunt's ashes had been scattered at sea where the ship was believed to have sunk, and he and his father would also have their ashes scattered above the wreck. [Source :Shipping Clippings. theage.com.au](#)

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[Study highlights piracy victims' hidden suffering](#)

Somali pirates attacked more than 4,000 seafarers with firearms or rocket propelled grenades last year and almost 500 seafarers suffered abuse or torture, according to a new report on the human cost of piracy.

The study from the Oceans Beyond Piracy project, exclusively previewed in *Lloyd's List* today, also found that more than 1,000 seafarers were taken hostage, more than 500 were deployed as human shields, and more than 300 had to be rescued from citadels.

Oceans Beyond Piracy hit the headlines in December last year when one of its briefing papers attached a value of US\$12bn to the economic cost of piracy.

But its latest foray concentrates on the human aspects of the piracy explosion, in so far as it can be documented from open sources.

However, the available data concentrates on categorising incidents simply as either attacks, boardings or hijackings. This fails to quantify the very real dangers and traumas faced by those at the sharp end.

There is also evidence of increased anxiety among sea staff about the prospect of a pirate attack, whether or not they have previously experienced an attack.

Yet because seafarers come from a diverse range of predominantly third world countries, the issue has failed to attract the mainstream media coverage which it would otherwise have been accorded.

The Seafarers' Trust, the charitable arm of the International Transport Workers' Federation, said that it has been pushing for an improved humanitarian response to the situation.

For that reason it is funding a project involving 20 industry partners, chaired by former Intertanko managing director Peter Swift.

This involves talking to victims and recording their experiences, and working with employers and families of seafarers to develop best practice guidelines for the industry, for seafarers and for seafarers' families. [Source: Lloyd's List/DCN — Jun 07, 2011 12:10 PM](#)

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July 2011 brings an **important** birthday to our Sydney Branch – Capt. Mike Downes turns **90** on Saturday 23rd. Happy Birthday Mike and Many Happy Returns.

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