



THE MEGAPHONE

January, 2009

**The next meeting of the Sydney Branch will be a joint meeting with the
Nautical Institute to be held at 1830 hours, Wednesday,
11th February, 2009**

at

**New South Wales Sports Club
10 Hunter Street, Sydney
(opposite Wynyard Railway Station, Hunter Street Entrance)**

Speaker:

Nick Lemon

Australian Maritime Safety Authority

Topic:

“e-navigation – what is happening and what does it mean for the mariner?”

Please confirm your intention to attend by phoning

Capt. H. Lersch

(02) 4328 1787 before 1300 hours, Friday 6th February, 2009

**The Company of Master Mariners - Sydney Branch
GPO Box 4348 Sydney, NSW 2001**

The monthly meeting in December took the form of the Annual Christmas Dinner for members and spouses/partners of both the Company of Master Mariners of Australia (Sydney Branch) and the Nautical Institute (SE Australia Branch). A very enjoyable four course dinner with wine was enjoyed by all present. The usual collection for the staff, who had cooked and served us for the year, was presented to the Chef by the Branch Master. All members wished Phyllis Gordon a speedy recovery from her hip surgery.

Annual General Meeting of the Sydney Branch

The Branch Annual General Meeting will be held at the meeting on the 11th March 2009 and all positions on the Court will be declared vacant and open for nomination.

Nomination forms for Court positions are attached herewith at the end of the Newsletter.

Under the Constitution, Branch Masters are designated Directors of the Company and must be eligible to hold that position. The nominee for the position of Branch Master needs to be submitted to ASIC prior to the Federal AGM.

Dates for your Calendar: (see also page 10)

1. **Wednesday 11th March, 2009**, Sydney Branch Meeting & AGM. Speaker TBA.
 2. **Wednesday 18th March, 2009**, Merchant Navy Assoc.Inc.AGM. Details end Feb.
 3. **Saturday 4th April 2009**, Federal AGM to be held in Brisbane.
 4. **Sunday 5th April 2009**, Rookwood Merchant Navy Memorial Service.
 5. **Saturday 25th April, 2009**, Anzac Day March in Sydney.
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Somalia pirates hold 300 sailors captive - Russian shipping daily

Over 300 sailors are being kept hostage by Somali pirates, who have dealt a severe blow to busy shipping routes off the East African state, a Russian maritime news website said on Wednesday. The editor of Sovfracht Maritime Bulletin said the pirates have seized some 50 vessels this year, including two yachts, and more than 25 Russian sailors, though some have since been released. "More than 300 sailors are being held captive, to be precise 287 plus an indefinite number of crew members from fishing boats of Yemen and Kenya," Mikhail Voitenko said. "The average ransom they demand is \$1.8 million per vessel, and 60 days is the average amount of time spent in captivity."

The editor said 15 vessels have been released for ransom in the last half a year, and the pirates are still holding 17 boats and two yachts.

The current captives include 11 Russians, one Estonian and one Georgian on board the CEC Future as well as two Russians, 17 Ukrainians and one Latvian on board the Faina. Eight Ukrainian nationals were also seized along with the Bosphorus Prodigy cargo ship. Pirates have been increasingly active in the waters off Somalia, where more than 120 ships have been attacked this year. The navies of at least 16 countries are involved in anti-piracy operations off the coast of the East African nation. The UN Security Council adopted a resolution in December authorizing countries and multinational organizations involved in tackling piracy to "undertake all necessary measures in Somalia, including in its airspace" to prevent "acts of piracy and armed robbery at sea." **Source: RIA Novosti (Shipping Clips 02/01/09)**

The Hon. Editor and his wife Elizabeth, were very happy to be entertained to lunch in Boudin's Restaurant at Fisherman's Wharf on their recent visit to San Francisco, by Capt. Klaus (Nick) Niem, President of the San Francisco Chapter of the Council of American Master Mariners, and two of his colleagues Capt. Patrick Moloney and Capt. Mark Shafer and Capt Niem's wife, Linda. Two other members were unfortunately unable to attend at the last minute.



L to R: Hon Ed Capt Richard Sandeman-Gay, Capt Klaus Niem, Ms Linda Niem, Capt Mark Shafer, Ms Elizabeth Sandeman-Gay and Capt Patrick Moloney.

After a delicious meal, which included the wonderful Dungeness Crab and an assortment of alcoholic beverages, we adjourned to Patrick's 'hobby' and 'toy' – the well maintained Liberty ship, the "Jeremiah O'Brien", which took 4 days, 15 hours and 23 minutes to build, 65 years ago in 1943! Capt Mark Shafer is Director of the National Liberty Ship Memorial. Capt Moloney is the Port Captain and Master of the vessel. He took the "Jeremiah O'Brien" on a special voyage in 1994 to the 'D' Day beaches of France for the 50th Anniversary of the Normandy Landings.

On board we visited a very well appointed 'tweendeck, where a Christmas party was in full swing, before visiting the Master's quarters and sampling some of Patrick's Master's 'grog' store. Thus, further fortified, we were given a very interesting tour of the vessel from Monkey Island to Engine Room, where hand oiling and greasing of all moving parts was still carried out. The ship was certainly a tribute to those who had spent many hours on restoration and maintenance.



On Bridge with Capt. Patrick Moloney



With Capt. Patrick Moloney on Bridge



'JEREMIAH O'BRIEN' at berth



Capt. Niem sampling refreshments!



Parts of the engine room were depicted in the film 'TITANIC'

North Sea search for inflatable penguins cost £20,000

A SEARCH and rescue mission for what turned out to be two inflatable penguins which had fallen into the North Sea cost £20,000. The operation was launched amid fears a small aircraft had plunged into the water off the coast of Rosehearty, near Fraserburgh, on July 22. Floating debris thought to be the wreckage of a plane turned out to be two inflatable penguins. The details of the bill, obtained under the Freedom of Information Act, revealed it came to £20,000.

A Sea King helicopter from RAF Lossiemouth was scrambled after a well-meaning member of the public reported seeing what they thought was a microlight aircraft getting into difficulties.

The helicopter crew searched the sea between Fraserburgh and Rosehearty with two coastguard crews and the Fraserburgh RNLI lifeboat, while air traffic controllers tried to establish if any flying clubs had aircraft in the area.

The search was called off an hour-and-a-half later when the lifeboat crew recovered what they thought was debris, but turned out to be two 3ft inflatable balloons which were reflecting the sunlight.

Fraserburgh lifeboat coxswain Victor Sutherland described the incident as a false, but innocent, alarm.

“The man who phoned said that from where he was watching, the aircraft had flown down and never come back up.

He thought it was a microlight aircraft – it was a false alarm, but the gentleman had good intentions,” he said.

The RAF helicopter and coastguard teams are funded by taxpayers, but the Royal National Lifeboat institution relies entirely on donations. **Source : The Press & Journal**

Container fleet hits 13-m mark

The world liner fleet reached the 13-million TEU mark last week, for a total tonnage of 176-million tons deadweight, according to ALS Alphaliner. The figure includes all types of ships effectively deployed on liner trades, and 6 078 ships are involved.

The cellular ships contribute to 94.4% of this figure, and the remaining 5.6% is shared by non-celled container ships, multipurpose tonnage and ro-ro ships. “We expect that the 14-m TEU mark will be reached in August 2009,” the report added. **Source : cargoinfo**

Greenpeace vessel exceeds fuel sulphur content levels

The Netherlands: Dutch police have found that the fuel oil of Greenpeace vessel ‘**Rainbow Warrior**’ contains a sulphur content of 0.2 percent instead of the permitted 0.1 percent.

Any vessel arriving from outside Europe is allowed to have a high sulphur content; however within 24 hours, the vessel is required to run on low sulphur fuel oil. Vessels sailing in European waters are also required to maintain the low sulphur content fuel.

‘**Rainbow Warrior**’, which arrived from France, was in Ijmuiden when the fuel was inspected. A Greenpeace spokesman told Visserijnieuws that the vessel had been in the Mediterranean Sea where she bunkered in Istanbul. Greenpeace will be issued a fine.

Source : Baird Online

Coastal Patrol welcomes 'Earthrace' to Coffs Harbour

Earthrace was welcomed and escorted into Coffs Harbour on New Year's Day by Coffs Harbour Coast Patrol Lifeboat CR2. **Earthrace**, the record-breaking bio-diesel vessel that circled the world in 60 days, 23 hours and 49 minutes last year is on a promotional tour of the east coast of Australia. **Earthrace** broke the previous record by over two weeks on 100% renewable biodiesel fuel and a net zero carbon footprint. The voyage was over 24,000 nautical miles.

CR2, the Coffs Harbour Coastal Patrol lifeboat was very pleased to find free time in a busy period of holiday boating activity to provide an escort for Earthrace to the Coffs Harbour Marina.



Linda Jones, Division Commander of Coastal Patrol Coffs Harbour said, "This was a very welcome diversion from an extremely busy holiday season we're having here this year. Just two days ago we had two rescues on one trip. We were heading out 4 nautical miles south of Solitary Island to put a tow line on a 7.4m boat that had broken down and on the way there we stopped to jumpstart a 5.5m boat with a flat battery. That day we had more than 60 boats logged on with us, 35 of which had done so before 6:30am. The two boats we assisted had both logged on and called us for help." **Source : The Powerboat**

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Mangouras loses

The master of the **Prestige** has lost his case against Spain before the European Court of Human Rights. The Strasbourg court ruled that Capt Apostolos Mangouras' bail did not violate the European Convention on Human Rights. Mangouras, 73, took Spain to court over a EUR 3m (\$4.04m) bail and 83 days spent in a Spanish jail after the 81,000- dwt tanker **Prestige** (built 1976) broke apart and sank in 2002. The incident led to a spill of 70,000 tonnes of fuel, causing an "ecological catastrophe".



The court "held that the amount of bail demanded, although high, had not been disproportionate, regard being had to the legal interest being protected, the seriousness of the offence and the catastrophic consequences, both environmental and economic, stemming from the spillage of the ship's cargo," according to a summary of the case.

After the **Prestige** sank, an investigating judge determined that the spill was accidental but ordered the master's detention because of "irregularities" in his conduct. Although Mangouras was eventually released, criminal proceedings are pending. He still must report every two weeks to a police station in Athens or on the Greek island of Icaria, his home island.

The master argued that the bail, which was paid by the London Steamship Owners' Mutual Insurance Association, was excessively high and "had been fixed without regard for his personal situation." The 7-judge panel disagreed, noting the growing concerns in Europe about environmental crimes.

Worldwide fleet of LNG-carriers now over 300 units

SSG-GÖTEBORG. The worldwide fleet of LNG carriers in operation has now passed over 300 units. It took 34 years for the fleet to reach 100 vessels and a further eight years for it to break through the 200-vessel barrier. However, the 300-ship mark has been reached just over two and one-half years, reports Maritime Global Net quoting the UK-based LNG World Shipping. There are over 90 LNG carriers on order worldwide for delivery through 2011.



Tug “**Chief**” IMO 5357408 well aground, with Celebrity Cruise's "**Celebrity Summit**” in background in the Port of Scarborough, Tobago, Rep. Of Trinidad & Tobago, West Indies.
Photo: Elizabeth Sandeman-Gay ©



The new MSC Daniela. Photo courtesy of Capt. Frank Pickering.

FUEL CELLS “LONG TERM SOLUTION FOR SHIPPING”

FUEL cells will be a long term sustainable energy solution for ships but, for immediate fuel savings, reduced environmental impact and reduced operational costs, many options are available now for incorporation in new designs, according to Lloyd's Register.

Speaking at SMM Istanbul yesterday Zabi Bazari, Ship Energy Services Manager for Lloyd's Register Marine Consultancy Services, said that energy savings as high as 40% can be achieved by incorporating new systems and approaches into the design of new ships. Looking ahead, he said that fuel cells could eventually become the main energy unit in commercial ships when low-carbon technologies and renewable sources of energy are firmly in place.

In his speech, Dr Zabi reviewed existing and potential technologies in two main categories: hull and propulsors; and engines and auxiliary machinery. To achieve a reduction in a ship's hydrodynamic resistance, he advocated options such as optimised hull forms, latest foul release paints, the use of air cavity or air bubble systems, the use of sails for capturing wind and solar energies. He underlined how the energy lost in propulsors can be mitigated by the use of contra-rotating propellers, flow-wise integrated propeller-rudder systems and propeller boss cap fins as well as hull mounted fins upstream of propeller for streamlining flow at entry to propeller. Dr Zabi identified the use of waste heat recovery systems, alternative fuels and electronic control common rail fuel injection system as the most effective and immediate means of reducing fuel consumption and emissions with existing engines. But he considered fuel cells as the most important and most likely long-term low and zero-carbon alternative.

He brought the audience up to date with developments in fuel cell technologies and the likely timeline for practical shipboard application. He said that after a further three year period of research and development, we will see a period of adoption of fuel cell technology –primarily to gradually replace auxiliary power generation engines. But full replacement of existing engines/fuels combinations to fuel cell would not be likely for 20-30 years yet, he advised. He reviewed options for rotating machinery including high efficient electric motors and variable speed drives. **Source : Maritime Global Net**

Australians take over

COMMAND of an international task force that patrols the Gulf has been handed over to Royal Australian Navy Commodore Bruce Kafer. He takes over from US Navy Rear Admiral Frank Pandolfe as head of Combined Task Force (CTF) 152.

It is the first time the Royal Australian Navy has taken the helm of CTF 152, which is dedicated to tackling terrorism and other illegal activities at sea.

"My primary objective, while in command of CTF 152, is to enhance maritime security in the Arabian Gulf and to assist the protection of GCC nations' maritime infrastructure," said Commodore Kafer.

"I will also be engaging the military leadership of regional nations to encourage them to integrate their maritime forces into the operations of the Combined Maritime Forces."

CTF 152 was established in 2004 to respond to any crisis inside the Gulf. "Our long-term goal is to enhance the ability of regional maritime forces to limit illegal activities and defeat destabilising activities in the Arabian Gulf," said Commodore Kafer.

Source : gulf-daily-news

THE 107 YEAR OLD WARATAH



Shippingnews reader [Chris de Jong](#) was fortunate enough to be invited on board the 107 year old coal fired steam tug [Waratah](#) when she went out for a crew training session on Port Jackson while Sydney was experiencing a rather warm day, 41C in the city. This tug is one of the oldest coal fired steam tugs in the world. **Photo : Chris de Jong ©**

Additional Dates For Your Calendar:

6. **Wednesday 4th February, 2009, IMAREST combined technical meeting with RINA** will be held at Engineers Australia's "Harricks Auditorium", Ground Floor, 8 Thomas St, Chatswood. A paper entitled "**Fifty Years of Hovercraft Development**" will be presented by Brian Russel, British Hovercraft Museum. Refreshments will be served at 6 pm, then lecture will commence at 6.30 pm.
 7. **Tuesday 24 February 2009, Additional Technical Meeting** A special technical meeting will be held at Engineers Australia's "Harricks Auditorium", Ground Floor, 8 Thomas St, Chatswood. When Nigel Gee, Innovator-in-Residence, CMST, Curtin University will give a lecture on "**Innovation in Marine Technology – Fundamental or Fashion?**" Refreshments will be served at 6 pm, then lecture will commence at 6.30 pm.
 8. **Wednesday 4 March 2009, IMAREST combined technical meeting with RINA** will be held at Engineers Australia's "Harricks Auditorium", Ground Floor, 8 Thomas St, Chatswood. A paper entitled "**Spencer Gulf Trans – shipment Facility**" will be presented by Jim Phillips, CSL Australia. Refreshments will be served at 6 pm, then lecture will commence at 6.30 pm.
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Capt. George Chadwick Smith.

The ashes of Capt George Chadwick Smith were re-interred on 8 January 2009 at Macquarie Park Cemetery, with the body of the late Mrs Henrietta Carla Smith (nee Lastdrager). The Branch Master, Capt Ted van Bronswijk, and Capt Donald Dykes attended the service on behalf of the Company.

Surfing the bulb.

Is this the newest in surfing? For **Pam Kern**, wife of HAL's ms **Eurodam** captain **Jeroen van Donselaar**, 'surfing the bulb' was the apogee in exploring the new cruise ship as correspondent of **Eurodam's** popular weblog.

The **Eurodam** News Blog was designed as the primary portal for information about the construction and operation of the premium line's first Signature-class ship, ms **Eurodam**, launched July 1, 2008. Since this week the **Eurodam** blog is incorporated in the new **Holland America Blog**.



Note from Hon.Ed:

The Megaphone is the members' monthly newsletter – any written articles or photos that you wish to have included in the newsletter are most welcome.

Please email, post or even fax them to me. Contact address etc can be obtained through Branch Master.

There is a Nomination Form for Branch Court positions for use in the forthcoming AGM on page 12.

**Nomination Form Sydney Branch Court Members
for the year 2009 – 2010**

I Roll No.

hereby nominate Roll No.

to be

on the Court of the Company of Master Mariners.

Acknowledgement by Nominee

..... Signature of Nominee

being proposed by

..... Signature of Proposer(s)

..... Signature of Secunder

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