

Melbourne Branch

The Log
The Monthly Newsletter of the Melbourne Branch of
The Company of Master Mariners of Australia Limited

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NEXT MEETING 27th September 2017

The History of Farstad

In this issue:

- From the Branch Master
- 50 Year Member
- Master Mariners of Canada
- Boulton Lecture
-
-
-
-
- Upcoming Events



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From the Branch Master



We have received a letter from the Governor General writing in his capacity as Chancellor of the Order of Australia . In his letter he points out that there is a significant gender imbalance in the people who receive Order of Australia awards. He asks that organizations such as ours encourage the nomination of women and members of other underrepresented groups so that there will be greater diversity and representation in future lists.

AMSA have issued a consultation paper on changes to Marine Order No.9 Health-Medical Fitness. The changes do not affect the way Australia implements the requirements of the STCW Code but provides clarity and updates the text. The Marine Order No. 9 will be renumbered as No. 76.

The following applications for membership have been received.

Muralikrishna Puthusheri Jayarajan has applied for ordinary membership of Melbourne Branch. He is Master with Emmas Offshore and holds a British Masters Unlimited Certificate with AMSA recognition.

Vicente Amicone has applied for ordinary membership of W.A. Branch. Vicente is Staff Captain on Norwegian Pearl. He is from Uruguay, holds a Uruguay Masters certificate and has recently qualified for an AMSA Master Unlimited. He lives in Perth.

Capt. Ian French



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Captain Martin Spencer-Hogbin



At our August meeting Capt. Martin Spencer-Hogbin was presented with a commemorative plaque in recognition of his 50 years of membership of the Melbourne Branch. Martin went to sea as a Midshipman in January 1942 with Alfred Holts' Blue Funnel Line.

On 27th October that year his ship "Stentor" was part of convoy SL125 which was attacked by five German Submarines. "Stentor" was torpedoed in No.2 Hold Deep Tank which was loaded with palm oil. The explosion engulfed the bridge with burning oil killing many including the Captain. Martin was in the chartroom and was lucky to escape the fire. The survivors were picked up by the corvette HMS Woodruff. Martin stayed with Blue Funnel Line until 1957 when he came to Melbourne and took up

a position as supervisor with F.G. Strang where he remained until he retired in August 1987 as Manager Operations and Director. Speaking after the presentation Martin thanked the Branch for the plaque and spoke about the contribution our profession has made throughout history and the esteem in which Master Mariners should be held.



The Company of Master Mariners of Canada

The Company of Master Mariners of Canada will celebrate their 60th anniversary this year. The Company has eight divisions which cover both the East and West Coasts and the Great Lakes. Membership is 460.

Coastal shipping in Canada is controlled by the Coasting Trades Act but cabotage rules can be affected by Free Trade Agreements. The shipping industry was not consulted when the Free Trade Agreement with Europe was negotiated. Now European flag ships are permitted to carry empty containers between Montreal and Halifax to the detriment of a small local company which relied on this trade for much of its revenue. Fortunately CMMA has been asked to advise on the proposed free trade deal with China.

CMMA's Newfoundland Division is involved in the development of the Training Standards for Ice Navigation to meet the requirements of the Polar Code. The Company has a close association with the Nautical Colleges and gives two \$2000 scholarships to 2nd or 3rd year cadets each year.

The Maritimes Division recently held a seminar on Artic Issues in conjunction with Dalhousie University Halifax. Issues examined included global warming, the increase in ship transits through Artic waters breaking up the sea ice and the effects on the lifestyle of the Inuit people.

The National President Capt. Patrick Gates is keen to see a Company position developed on autonomous ships which they could take to various forums and government.

Congratulations to CMMA on their first 60 years and best wishes for the future.



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The Boulton Lecture



Prior to delivering the Boulton Lecture Captain Warwick Norman was presented with the Outstanding Achievement Award.

The title of Warwick's lecture was "The Long Road to Safety: Changing the Industry Vet by Vet".

Warwick spent his seagoing career with ASP and went on to become Marine Superintendent and Ship Manager. In 1995 he joined BHP as Marine Standards Manager and when BHP and Rio Tinto set up Rightship in 2001 he was appointed CEO.

Warwick explained that Rightship was a response to the House of Representatives "Ships of Shame" inquiry. BHP and Rio Tinto had a desire to improve the safety standard in particular around the cape fleet where both companies shared a common risk. At the time there was no systematic way to identify and track the performance of vessels and Rightship's role was to be a vetting company and to eliminate sub standard ships from the BHP and Rio Tinto charter fleets.

Vetting a ship involves collecting a mass of information about the ship and its operators from a variety of sources and using this information to calculate the ship's risk level.

Using the risk level the ship is given a rating of between 1 and 5 stars where a ship with a 1 star rating has a very high level of risk and a ship with a 5 star rating has a very low level of risk. A charterer can use this rating as part of their selection procedure to make an informed decision on whether to engage the ship.

When Rightship commenced business in 2001 it had only four employees but managed to conduct nearly 1000 vets in its first year.

In 2004 the Directors allowed Rightship to take its service to the market place. Brazil as a major exporter of bulk commodities was an ideal area for expansion.

In 2007 the American food, agriculture and risk management company Cargill bought a one third share of Rightship and rolled their own considerable vetting activities into Rightship.

Rightship expanded into Europe and today has offices in Melbourne, Houston and London.

In 2009 Rightship developed a Greenhouse Gas Emission Rating which has been taken up by industry as a vessel selection tool allowing charterers to select the most energy efficient and therefore environmentally sustainable vessel available.

Rightship's performance was recognised by the Prime Ministers Exporter of the Year award in 2013

Since inception Rightship has performed 356,000 vets and identified 13,500 sub standard ships. 84 customers are using the sustainable selection tool.

There is now a shift towards cargo safety with the liquefaction of nickel ore and iron ore being responsible for many of the recent losses.

While Rightship is justifiably proud of their record in improving safety by eliminating sub standard ships there is still a long road ahead.



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