

Melbourne Branch

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



NEXT MEETING

23rd FEBRUARY 2022

Speaker Lee-anne Diano Manager
Stella Maris

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Victorian Regional Channels
Authority

From the Branch Master

Once again we are facing a difficult year because of COVID. At present there are no Government restrictions preventing us from holding our usual monthly meetings at the Mail Exchange Hotel. To hold a meeting and to engage a speaker requires a reasonable number of members to attend but given the number of COVID cases and particularly the number of deaths amongst older people it was necessary for Francis to send out an email to members asking them if they were interested in a meeting at the end of February. Ten members replied in the affirmative and while it is a very small number we decided to go ahead with the meeting just to keep the Company active. Lee-anne Dianmo the Manager of Stella Maris will speak about their activities during these difficult times.

Problems caused by the COVID pandemic have caused the “Maritime Day” festival in Fremantle to be postponed to the 29th October. “Maritime Day” is a joint event of Fremantle Ports and the WA Branch of COMMA.

The Branch AGM will be held in March and I have advised the Branch Court that I will not be standing for re-election. For COMMA to be a relevant part of the shipping community the Branch Master should ideally be a younger person who is still working in the industry. I retired 20 years ago so my knowledge of the industry is long out of date.

Ports Victoria is seeking a replacement for Captain Kell Dillon who has resigned as Melbourne Harbour Master to take up a senior position with Maritime Safety Queensland. Applications close on 21st February.

Congratulations to Ben Solar the President of the Maltese Australia Association who was awarded an OAM in the Australia Day Honours List. Ben organises the annual Operation Pedestal Commemoration at the Shrine of Remembrance.

Fly the Australian Red Ensign

The following has been received from Ross Brewer, the Chairman of Offshore Specialist Ships Australia.

The 3rd September each year is International Merchant Navy Day. OSSA would like your support to have the Port City of Melbourne commemorate this day by proudly flying the Australian Red Ensign annually from the Westgate Bridge and other buildings such as the Melbourne Town Hall.

Melbourne has a wonderful maritime heritage and remains the biggest general cargo port in Australia. We owe much to the ships and seafarers who have helped build our magnificent city and recognising this by flying the Australian Red Ensign is significant. On the Westgate Bridge, VicRoads fly the Australian and Victorian flags daily. No other flags are ever flown except for NAIDOC week 4th to 11th July, when the Aboriginal Flag and the Torres Strait Islander flag are flown. By example Sydney commemorates Merchant Navy Day by flying the Australian Red Ensign from their Harbour Bridge.

OSSA has started discussions with VicRoads, Department of Premier and Cabinet and Department of Transport to have the Australian Red Ensign fly on the Westgate Bridge on Merchant Navy Day, 3rd September each year, in recognition of the significant contribution the Merchant Navy has played in the development and ongoing life in Melbourne. To make this happen OSSA will need to have the approval of the Victorian Government.

We seek your support to help us with our submission to the Minister. In addition to your support would you please allow OSSA to add the name of your organisation to our list of supporting organisations that will be part of our formal submission to Government?

The Case for Revitalizing the US Merchant Marine.

Robert P. Curt the retired Vice President of Marine Transportation for Mobile Oil and General Manager Marine Transportation for Exxon Mobile has set out his case for revitalizing the US Merchant Marine.

Today there are less than 200 deep draft US Flag ships. In 1960 there were over 3000. A strong Merchant Marine is important for national security in repositioning armed forces to address threats to national security. During Desert Storm the US had to use foreign flag ships to supplement the US Flag Fleet. Some of these foreign ships refused to enter what they considered dangerous waters.

US ships provide thousands of jobs for American Mariners whose wages remain in the US and on which they pay US taxes.

While the cost of using US flag ships is higher than foreign flag ships, Robert P.Curt believes the benefits of using US flag ships outweigh the small additional costs.US flag operating costs are about \$17K per day higher than foreign flag (\$25K vs \$8K) mainly due to higher American crew wages and conditions. Other costs such as capital expenses and voyage costs are the same for US and Foreign ships.

The round trip voyage time on a container ship from Shanghai to Los Angeles is about 28 days which makes the voyage cost on a US flag ship about \$476K higher than a foreign flag ship. ($\$17K \times 28$ days). This is about 0.15% of the average value of cargo on the container ship. This equates to an extra 75 cents on a \$500 television.

The estimated value of cargo on 80 container ships waiting off the ports of Los Angeles and Long Beach was \$25.5 billion. $\$25.5 \text{ B} \div 80 \text{ ships} = \319m per ship .
 $\$476K/\$319\text{m} = 0.15\%$

Robert P. Curt believes that if the top four US importers, Walmart, Target, Home Depot and Lowes were made aware of the low economic cost and the national security benefits that would result from using US flag ships how could they say no?

He doubts that a shopper would balk at paying 75 cents more for a television.

Master of APL England Charged

AMSA has charged Captain Mohd Zulkhaili Bin Alias, the Master of APL England with operating the ship in an unseaworthy condition.

The charge was brought in the Brisbane Magistrate Court on January 24th, twenty months after the ship lost 50 containers overboard when it encountered gale force winds and heavy seas about 46 miles South East of Sydney.

The prosecution was unsuccessful in its attempt to have a charge of dumping garbage into the ocean because the plastic involved was loaded as cargo and therefore not garbage.

The prosecution's case relied on a preliminary report from ATSB which found heavily rusted lashings, wasted container guides, lashing eyes and fittings.

The charge of unseaworthiness related to the load not being securely and properly tied down to meet the "ordinary perils of a voyage"

World's First Hydrogen Shipment

The world's first liquefied hydrogen carrier "Suiso Frontier" departed the Port of Hastings on 28th January for Kobe with its first shipment of liquefied hydrogen as part of a demonstration project by the Japan Hydrogen Energy Supply Chain Pilot Project.

The Hydrogen is produced from Latrobe Valley Coal and biomass, cooled to negative 253 degrees and liquefied to less than 800 times its gaseous volume.

The 2,200 dwt Suiso Frontier has a length of 380 feet and its structure includes a 1,250 m³ (44,143 cubic feet) vacuum insulated double shell liquefied hydrogen storage tank.

Over the next two years extensive research and development will focus on the technical and operational requirements for a commercial scale project.

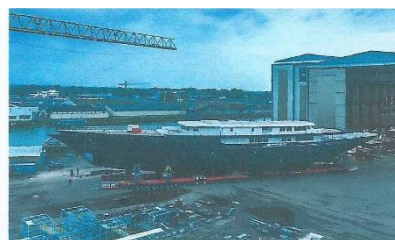
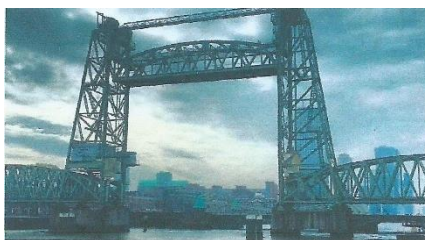
Collision in Devonport

ATSB is investigating the collision between the bulk carrier “Goliath” and the tugs “York Cove” and “Campbell Cove” at Devonport on 28th January.

The tugs were berthed at the time and nobody was on board. Both tugs sank and early indications are that they are not repairable. Damage to “Goliath” was minor.



Jeff Bezos Yacht



When the 40 metre masts are fitted to Jeff Bezos new sailing super yacht it will have an air draft too high to pass under Rotterdam’s historic Koningshaven Bridge.

The yet to be named 127 metre vessel is being built by Oceanco who decided not to ship the yacht hull past the bridge without first stepping the mast. They would prefer to complete all the work in their own yard.

The yard is prepared to pay the estimated US\$5 million to have the bridges centre section temporarily removed to allow the yacht to pass through.