



# The Porthole

Volume 15 No. 10  
November 2015

The newsletter of the South Australian Branch of the Company of Master Mariners of Australia.

PO Box 1, PORT ADELAIDE, SA 5015



## **Branch Master's Comments:**

This November Branch meeting is the ultimate meeting before our Annual General Meeting in January 2016 and nominations are being sought for the office of Secretary, and of Treasurer.

Those members currently serving as Branch Master, Editor, and Wardens have indicated their willingness to continue in their current roles, for 2016, at least.

Please consider standing for office, especially if you have not previously done so. A blank Nomination Form is attached to this edition of The Porthole.

On behalf of the Branch I have great pleasure in congratulating Sir Eric Neal on being awarded Engineers Australia's highest award, the Peter Nicol Russell Memorial Medal earlier this week. A Career Achievement Award awarded to Sir Eric "...for his overwhelming contribution to the engineering profession and the Australian community at large."

As this will be my last Comments for 2015, I wish you all a Merry and Safe Christmas and a Happy New Year.

Best Wishes  
Paul P

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## **Speaker:**

Mrs Pam Whittle, great-granddaughter of Captain David Bruce, the first Master and part-owner of "City of Adelaide, who will explain how she discovered her family's connection with the ship, supported with photographs and memorabilia.

**WIVES, PARTNERS AND FRIENDS WELCOME**

**The next Branch Meeting will be held at  
the Largs Pier Hotel, 198 The Esplanade, Largs Bay,  
on Wednesday, 25 November 2015, at 1145 for 1200.**

**Please confirm your attendance at the lunch or register your  
apology before 1200 on Monday, 23rd November 2015, with**

**Ian Dickson (08 8396 1030)**

**or**

**Paul Phillips (0407 779 209)**



The Company of Master Mariners of Australia Ltd. is a Company established to promote and further the efficiency of the Sea Service generally, and uphold the Status, Dignity, and Prestige of Master Mariners in particular.

The Company of Master Mariners of Australia Ltd., S.A. Branch.

Branch Meeting at the Largs Pier Hotel, on 28 October 2015, at 1200.

Minutes

1. Opening: Meeting opened at 1208. Branch Master welcomed members.
2. Members present: P.Philips (Branch Master), R.Buchanan, E.Carr, G.Carter, I.Dickson, W.Ferrao, K.Hales, M.Hehir, D.Holmes, D.Kemp, M.Parsons, P.Rajagopalan, R.Westley, & A.Wynne.
3. Apologies: Sir Eric Neal, D.Bourne-Jones, M.Carrington, I.Fraser, N.Ganesan, P.Hammond, H.Jayasuriya, C.Marshall, R.Pearson & H.Pronk.
4. Minutes of last business meeting: 30 September 2015 (circulated in the Porthole). Peri Rajagopalan proposed and David Holmes seconded that the minutes represented a true and correct record of proceedings.
5. Business arising from the minutes:
  - a) Speakers:
    - November: To be advised.
  - ) Suggestions Mike Carrington: Topic: "Diamond dredging in Namibia" (Mike Carrington).  
 Speaker from the Australian Maritime & Fisheries Academy (Paul Phillips).  
 Kate Linley: Topic: Under Keel Clearances (Howard Pronk?).  
 Port Adelaide Council CEO (Ian Dickson).  
 Metropolitan Traffic Control Centre CEO (Ian Dickson).
  - Visits:
    - Suggestions: Australian Maritime & Fisheries Academy: bridge & engine room simulators and ship fire-fighting training facility (Paul Phillips).
    - One & All:* Visit: 23/09/15 visit cancelled by Friends of the *One and All*.
    - Le Fevre High School. (Ian Dickson)
    - Clipper ship "City of Adelaide" (Ian Dickson) (10 members indicated interest).
  - b) "Master Mariner" journal. More articles required.
  - c) Development of maritime facilities and construction programs: The ACTU seminar was never held.
  - d) Company Plaques: One given to the Governor at the June meeting. Plaques still to be presented to the *One & All* and to the SA Maritime Museum.
  - e) Le Fevre High School. (Ian Dickson)
  - f) Clipper ship "City of Adelaide" (Ian Dickson) (10 members indicated interest).
6. Treasurer's report: (Table report)

Balance at 26/08/15	2,148.31	Bendigo Bank deposit balance at 26/08/15	2,678.75
Income: Interest	0.02	Interest added quarterly	1.69
Rajagopalan Meal	28.00	Transfer to cheque account	<u>-200.00</u>
Funds transfer	<u>200.00</u>	Bendigo Bank deposit balance at 30/09/15	<u>2,480.44</u>
	<u>228.02</u>		
	228.02		
Expenditure: COMMA Levy	2,080.00	Bendigo Bank Term Deposit at 1/02/15	7,051.66
2 lunches	<u>56.00</u>	Re-invested for 9 months from 1/02/15 @ 3.40%	
	<u>2,136.00</u>		
	<u>-2,136.00</u>		
Balance at 30/09/15	<u>240.33</u>		

As from 1 October 2015, the Application Fee was increased to \$130.00

Ian Dickson proposed that the Treasurer's report be accepted. Seconded by Robert Buchanan and carried.

7. Correspondence 19/09/15 to 16/10/15: Inwards correspondence received & outwards correspondence approved at the Branch Court meeting on 21/10/15.

8. Membership:Applications: Nil.Ratifications: Nil.Branch Members:

Category	Number		Total
	Financial	Un-financial	
Members	7	0	7
Seagoing members (incl. tug crews & pilots)	3	0	3
Retired members	15	0	15
Associate member	<u>3</u>	<u>0</u>	<u>3</u>
Total paying members	28	0	28
Honorary members	<u>4</u>	<u>0</u>	<u>4</u>
Total Levied Members	<u>32</u>	<u>0</u>	<u>32</u>
Life Members			<u>2</u>
Total Branch Membership			<u>34</u>

9. Federal Matters:

- a) Federal Executive Nothing to report
- b) Master Mariner magazine **Ian Dickson** has not yet completed the list of additional recipients. Articles are always wanted.
- c) Anniversary Book The Book's Editor has been in touch with the Federal Secretary and a progress report will be made at the next Federal Court meeting.
- d) Constitution Nothing to report

10. Motions on Notice: Nil.11. General Business:

- a) Articles for "Master Mariner". Always required.
- b) 2016 Branch AGM. 27/01/2016 Nominations for Court Officers required.
- c) Electronic Banking Westpac Bank A/C opened; CBA A/C to be closed.
- d) "Dead" time in meetings. Eddie Carr referred to time spent in the September meeting trying to rectify a technical problem with the projector, and suggested that such problems should be discovered and rectified before the start of the meeting, so that the meeting could conclude at about 14:00. The Branch Master accepted the criticism, and pointed out that, in the event of unforeseen delays, mem-

12. **The next Branch meeting will be held at 1145 for 1200 on Wednesday, 25 November 2015, at the Largs Pier Hotel, Largs Bay. The guest speaker to be advised.**

## 13. Closure: Business meeting closed at 1238 hours and members adjourned for lunch.

There being no guest speaker, members spent an interesting and enjoyable time exchanging anecdotes and reminiscing about incidents and characters they encountered during their time at sea.

The meeting closed at 1400 hrs.

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**GREENPEACE RULING:** an international court has ruled that Russia breached the UN Convention on the Law of the Sea by boarding Greenpeace's Dutch-flagged ship, Arctic Sunrise, in September 2013 and detaining its 30 crew members who were protesting about Arctic oil drilling. The Permanent Court of Arbitration in The Hague said Russia's 3 nautical miles 'safety zone' around the oil platform where the crew was arrested was neither valid nor enforceable, and that it had no other legal basis to seize the vessel without the consent of the Netherlands.

Source: *Flashlight* issue 156.

## NEW FILM HIGHLIGHTS CRIMINALISATION RISK

A new film highlighting the threat of criminalisation following maritime accidents has been released by Seafarers' Rights International (SRI).

The film focuses on a number of high-profile cases in which shipmasters and other seafarers have faced criminal charges after incidents at sea, and it aims to draw attention to the way in which seafarers can be exposed to prosecutions arising from their professional duties.

Commissioned by the International Transport Workers' Federation, the 'Criminalization of Seafarers' film also seeks to raise awareness of the actions seafarers can take to protect themselves from unfair treatment and where they can get support and advice.

It explains how the international guidelines on fair treatment of seafarers, in the event of a maritime accident, should provide important safeguards to crew members detained by public authorities after accidents.

SRI executive director Deirdre Fitzpatrick commented: 'Despite the advances in safety in the industry, maritime casualties continue to happen and the consequences for seafarers are dire: their lives, liberty and professional certificates all being put at grave risk'.

'The film highlights the fact that criminalisation is a daily risk that seafarers need to be aware of, and that all stakeholders need to be sensitised to the unfairness of any attempt to scapegoat seafarers caught up in such incidents,' she added.

The film can be seen on the website: [www.seafarersrights.org](http://www.seafarersrights.org)

Source: *Flashlight Issue 156*.

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Dutch attack on the Medway (1667). The Royal Charles carried into Dutch waters, by Ludolf Backhuysen,

National Maritime Museum

Source: *BBC Magazine 21/11/15*

## NTSB Abandons Search for El Faro's Missing Voyage Data Recorder

November 16, 2015 by Mike Schuler



SS El Faro. Photo: Tote Maritime

The National Transportation Safety Board says it has completed its documentation of the wreck of the cargo ship *El Faro* and the associated debris field, but the vessel's voyage data recorder (VDR) has not been located.

No further search missions for the VDR are planned, the NTSB said.

"Over the years we've completed many investigations without the aid of recorders and other investigative tools," said NTSB Chairman Christopher A. Hart. "While it is disappointing that the voyage data recorder was not located, we are hopeful that we'll be able to determine the probable cause of this tragedy and the factors that may have contributed to it."

The 790-foot ship went missing on October 1 during Hurricane Joaquin as it sailed on its regular route from Jacksonville, Florida, to San Juan, Puerto Rico. The wreck of the vessel was located on October 31 in about 15,000 feet of water in the vicinity of its last known position near Crooked Island, Bahamas. The ship is mostly intact and oriented in an upright position, with its stern buried in approximately 30 feet of sediment, the NTSB has said.

The wreck of the *El Faro* was initially located using side-scan sonar towed by the contracted U.S. Navy tug USNS *Apache*, and was later confirmed on November 1, when investigators were able to view video of the wreck obtained from CURV-21, a remotely operated vehicle capable of deep sea searches.

The NTSB said that the video revealed that the navigation bridge structure and the deck below it had separated from the ship. The missing structure included the mast and its base where the voyage data recorder was mounted.

On November 11, the navigation bridge was found, but neither the mast nor the VDR was found in the vicinity, the NTSB said.

The NTSB said Monday that after five more days of searching using the CURV-21 ROV, it was determined that the VDR could not be located.

"The search and video documentation efforts of *El Faro* were completed on Nov. 15," the NTSB said in its update on Monday. "No further search missions are planned."

We are told that the NTSB will not be releasing photos or video of the wreck for several more weeks.

In early October, the NTSB contracted with the U.S. Navy to locate the missing ship, document the wreckage and debris field, and, if possible, recover the voyage data recorder.

Like black boxes carried on aircraft, VDRs continuously collect key data from various sensors and systems onboard a ship and help investigators identify the cause of an accident.

The NTSB launched its investigation into the sinking of the *El Faro* on October 5, after floating debris from the vessel was located by Coast Guard searcher and rescue crews.

All 33 crew members were lost in the sinking.

Source: [gCaptain.com](http://gCaptain.com)

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**COSTLY SALVAGE:** The four-year salvage of the containership *Rena*, which ran aground on a reef off the New Zealand port of Tauranga in 2011, has cost almost NZ\$500m (€283m) — making it the second most expensive shipwreck in history. The vessel's owners, Daina Shipping, are seeking court permission to leave the rest of the ship on the Astrolabe Reef, arguing that it poses no environmental threat and removing it could be dangerous.

Source: *Flashlight 156*.



The Fire of London, September 1666.—Unknown artist.

National Maritime Museum, London

### **FOOD SHIPMENTS – HIGH RISK CARGOES FOR THIEVES.**

Cargo thieves in the U.S. target food shipments above all other cargoes. Although some shipments aren't particularly high-value, others such as temperature-controlled pharmaceuticals, seafood, beef and alcohol can be worth hundreds of thousands of dollars. And that's not the worst of it: Reselling these commodities on the 'grey' market puts consumers at risk if the drugs or food products weren't maintained at proper temperatures, a likely scenario. According to FreightWatch International, the average value lost per theft increased 36 percent in 2014 over the previous year to \$232,924, while shipments of food and beverages were the No. 1 target, accounting for 19 percent of all cargo theft.

The areas most prone to theft incidents are truck stops and other unsecured parking areas, while the states with the highest rates of cargo theft are Florida, California, Texas, Georgia and New Jersey. High-value food shipments moving by truck aren't the only commodities at risk. Low-value shipments of bananas and other perishables moving by ocean container from South America to Europe are popular with drug smugglers, especially those in Venezuela, Colombia and Ecuador. In 2012, eight tons of cocaine valued at about \$647 million - one of the biggest heists ever - were seized in a shipment of bananas originating in Ecuador and bound for the Netherlands via Antwerp. Rotterdam overtook Antwerp as the leading European gateway for the illegal global cocaine trade in 2013. Between 25% and 50% of the illegal drugs intended for western and central European consumption came through Rotterdam.

"Smugglers hid illegal drugs in food and beverage shipments in 58 percent of all drug seizures, BSI recorded in Europe in 2013, many of which originated in Ecuador where corrupt customs officers allow drugs to be introduced into consignments," supply chain intelligence firm BSI said recently. Although sophisticated technology, including sensors and real-time data alerts, give legitimate shippers and government agencies powerful tools to keep cargo safe and secure, GPS jamming devices are among the electronics of choice for smugglers who exploit supply chains to transport illegal drugs, stolen merchandise and similar cargoes. Last October, U.S. Customs and Border Protection, together with BSI's Supply Chain Solutions division, issued an alert to raise awareness about the increased use of GPS jamming devices to disrupt supply chains in many countries. Several incidents have been recorded in multiple countries, including Mexico, the U.S., Italy, and most South American countries, in which thieves used GPS jamming devices.

es to hijack cargo trucks. BSI has tracked the use of GPS jammers in every region of the world. The low cost and ease with which GPS jamming devices can be obtained appeal to criminals, the company said.

"While these devices have been most commonly used for cargo theft purposes, the ability of a jammer to conceal the location of a shipment demonstrates that these items may be used to carry out any number of illicit activities, including the smuggling of illegal drugs, weapons, stowaways, or other contraband," BSI said. The increased use of GPS jamming devices demonstrates the constantly evolving tactics of cargo criminals, it said. GPS jammers work by emitting a strong electromagnetic signal that interferes with the connection between GPS satellites and a tracking device placed inside a cargo shipment or attached to a vehicle. Jamming devices, or "jammers," typically have multiple antennas that emit signals at different frequencies, increasing the chance the jammer will successfully interfere with a tracker placed in a shipment or vehicle. The legality of GPS jamming devices varies depending on the country, although the items are illegal to use in most developed nations, according to BSI. GPS jammers are illegal to market, sell or operate in the U.S., but the U.S. government hasn't prosecuted any individuals for signal jamming, and it remains to be seen if criminals who use jammers to conduct cargo theft will be charged under anti-jamming laws. (Journal of Commerce, 8/2/2015) *Courtesy AIMU Weekly Bulletin.*

Source: *Flashlight 156.*

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### **The Devil's Dictionary: X Marks the Spot**

Chris Hewer has sent us the autumn edition of the Bottom Line, the e-magazine of Moore Stephens which contains the twenty-fourth in a series looking at classic and alternative definitions of shipping and accountancy terms:-

Textbook definition

The consonant 'X' is the 24th letter of the English alphabet.

The alternative definition

Words beginning with 'X' are comparatively rare in English. The Greeks are to be blamed for those that do exist. Numerically, however, X is Roman. The Greeks invented shipping before the Romans invented it first. The Greeks also invented words beginning with 'x' such as xanthometer, an instrument which was used to gauge the colour of sea-water before somebody realised that the sea is the same colour everywhere and it is only the sky which changes colour.

The letter 'X' can be used to mark the spot, signify an incorrect answer, bestow a kiss, or substitute for the signature of a person. It may be found in any of these forms in shipping documents today, but isn't. The nearest you can get to it is XLUL (exclusive of loading and unloading) and 'xenodocheionology' (a love of hotels), which doesn't appear in the SHIPMAN 98 BIMCO manning agreement.

Who doesn't love hotels?

—oo0000oo—

**Patrick walks into a bar in Dublin**, orders three pints of Guinness and sits in the corner of the room, drinking a sip out of each pint in turn.

When he had finished all three, he went back to the bar and ordered three more. The barman says, "You know a pint goes flat soon after I pull it ...Your pint would taste better if you bought one at a time." Patrick replies, "Well now, I have two brodders, one is in America and de odder in Australia and here I am in Dublin. When we all left home, we promised dat we'd drink dis way to remember de days we all drank togedder." The barman admits that this is a nice custom & says no more. Patrick becomes a regular customer, & always drinks the same way, ordering three pints & drinking a sip out of each in turn, until they are finished.

One day he comes in and orders just two pints. All the other regulars in the bar notice & fall silent. When he goes back to the bar for the second round, the barman says, "I don't want to intrude on your grief but I wanted to offer my condolences on your great loss." Patrick looks confused for a moment, then the penny drops & he starts to laugh, "Oh no," he says, "Bejesus, everyone is fine! Tis me. I've quit Drinking!"

THE COMPANY OF MASTER MARINERS OF AUSTRALIA LIMITED  
SOUTH AUSTRALIAN BRANCH

ELECTION OF OFFICERS - 2016

The Branch Annual General Meeting will be held at 1200 on Wednesday, 27 January, 2016, at the Largs Pier Hotel, Largs Bay.

As usual, all positions on the Branch Court will be declared vacant, and nominations for the various positions are eagerly sought. The current Officers have served for many years, and the Court needs new blood and fresh vision. In particular, nominations for the positions of Deputy Branch Master and Deputy Branch Secretary would be most welcome. The positions on the Court are as follows:

- |                         |                         |
|-------------------------|-------------------------|
| Branch Master           | Deputy Branch Master    |
| Branch Treasurer        | Branch Mariner Warden   |
| Branch Editor           | Branch Sea-going Warden |
| Branch Secretary        | Branch Sea-going Warden |
| Deputy Branch Secretary |                         |

It is not necessary to wait until you are invited to stand; volunteers will be very welcome.

Ian Dickson.  
Branch Secretary.

.....

**NOMINATION FORM FOR BRANCH COURT, 2016.**

I, (Name in full, in blockletters) .....

Roll No. .... Signature: .....

Hereby nominate (block letters) .....

For the position of .....

Seconded by (block letters) .....

Roll No. ....Signature: .....

**ACCEPTANCE**

I, (block letters) ..... Roll No. ....

accept the nomination for the position of .....

Signature: ..... Date: .....