The Log

April 2016

Melbourne Branch

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

Kindly Sponsored by:
Victorian Regional Channels Authority

- **Melbourne AGM & Branch Meeting - 27 April, 2016**
  1800 hrs Wednesday 27 April, 2016
  Capt. Roy Stanbrook, AIS, VTS and Other TLAs…
- **Melbourne AGM & Branch Meeting - 25 May, 2016**
  1800 hrs Wednesday 25 May, 2016
  Speaker Peter Mitchell, Jubilee Sailing Trust
- **Joint Function - 29 June, 2016**
  1800 hrs Wednesday 29 June, 2016
  Paul Hand, Melbourne International RoRo Automotive Terminal

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- Branch News / Roundup
- Members' Lounge
- Speaker Summary
- Outstanding Achievement Award
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- The *Yusuf Cepnioglu*
- Upcoming Events

Hon. Sec. / Hon. Ed., Alexandra Evered
Email alex@baysideshipping.com
Tel 03 5424 1224

Photo: The Moomba Festival Melbourne, Curtesy the ABC

Victorian Regional Channels Authority

From the Branch Master

At the Branch AGM held on 30th March all members of the existing Branch Court were re-elected for another 12 months.

2015 was a successful year both financially and membership wise. The challenge now is to retain our profile in the shipping industry as the number of Australian ships continues to fall. One way we may be able to do this is to increase our communication and involvement with other industry organisations.

Our Sydney branch has established a close relationship with the Nautical Institute. These two relatively small organisations when they combine and hold joint meetings regularly attract up to 70 people. This is an excellent result particularly when you consider that Sydney has just over half the number of members that Melbourne has. Another advantage is it gives both organisations access to a wider and more diverse source of potential speakers.

Melbourne branch has for many years held combined meetings with MLAANZ, the ICS and the NI and they have been very successful.

The Federal AGM was held in Brisbane on 16th April. All branches reported a successful year but unfortunately it appears likely that Newcastle will be forced to either merge with or become a sub branch of Sydney. Newcastle's problem is that they cannot get members to fill the minimum number of office holder positions as required by the constitution. This should be taken as a warning to all branches because, as I pointed out at our AGM, organisations like CMMA will only exist while people are prepared to volunteer to serve on the committee.

Overall membership of the company increased by 17 to 499 with the major contribution coming from W.A. 32 new members joined the company last year.

Considerable time was spent discussing the future of the 75th Anniversary Book. This project has not been well managed and a couple of months ago the editor produced an incomplete first draft which was deemed to be most unsatisfactory. Negotiations have commenced with another publisher and a decision will have to be made within the next month or so as to whether to go ahead or scrap the project.

The "Master Mariner" journal continues to go from strength to strength.

Circulation and advertising revenue is increasing and I understand that the next edition will contain an interview with the Federal transport minister Darren Chester.

The Outstanding Achievement Award went to naval architect Doctor Stuart Ballantyne. Stuart is the Managing Director of Sea Transport Solutions Pty Ltd and is the second CMMA member to win the award.

Captain Hugh Harkins of the Brisbane Branch was granted Life Membership for his contribution, over many years, to CMMA and the industry in general. He was Federal Master from 1993 to 1997.

Before closing the meeting Ted Van Bronswijk urged all branches to do what they can to lobby politicians of all persuasions to ensure that future shipping legislation contains provisions for training berths for young Australian's who want to go to Sea.

Capt. Ian French

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Branch News / Roundup

Readings & Applications

New applications include:

- **Damian Paul O'Connor, Federal**
  Damian has been an associate member since March 2014 and obtained his Master Unlimited in August last year. Damian is currently serving on the LNG Carriers Upgrade from Student Member to Associate.
- **David Graeme Bayliss, QLD**
  David joined the Company as a Student member in 2012 and obtained his pre sea qualification at the AMC. Unfortunately, David cannot continue his seagoing career but would like to remain in the Company as an Associate Member. He is retired Radio Officer, has academic qualifications and is involved with administrative management.
- **Anthony Allen, Ordinary, WA**
  Anthony is a retired Naval Commander, has been involved with Farstad's Simulator and is now operating as a Marine Consultant.
- **Neville Amaria, Ordinary, WA**
  Neville is an advisor for Chevron and works on the Gorgon Gas Project.
- **Rodney Arthur Maxwell. ORD, WA**
  Rodney is a Master in the WA Off-shore industry working on the Gorgon Project.

Pending Applications

- **Patrick Ellaby, ORD, Melbourne**
- **Richard van der Spoel, ORD. WA**
- **Graham Thornton, ORD, WA**
- **Rachell Maree Barbour, ASS, WA**
- **Garvin Anthony Alves, ORD, Melbourne**
- **Chris Stirling, ORD, Sydney**
- **Mario Murzello, ORD, Sydney**
- **Steven Pelecanos, ORD, QLD**
- **Ragupathi Ratnathurai, ORD, South Australia**

Please advise the Secretary within 14 days of the publication of The Log if you have any comments regarding any new Applicants.

Ratifications 16 April 2016:

- **Sean William Liley, ORD, Melbourne**
  Sean is the Master of the MT *Front Puma*.
- **Andrew John Burn, ORD, Melbourne**
  Andrew is the Master of the KS *Silver Lining*.
- **Graeme Keys, ORD, Melbourne**
  Graeme has applied to re-join the Melbourne Branch.

ANZAC Day March

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Member's Lounge

This is the place to escape to for a laugh, to share a memory or a good yarn, or perhaps an idea, opinion or even a gripe with your fellow members.

Not all members can attend meetings, so consider this your 'monthly catch-up on a page'. Contributions are welcome...

E-mail alex@baysideshipping.com

Tel 03 5424 1224

Good for a Chuckle

Royal Navy News

The Royal Navy is proud to announce its new fleet of Type 45 destroyers. Having initially named the first two ships HMS Daring and HMS Dauntless,the Naming Committee has, after intensive pressure from Brussels, renamed them HMS Cautious and HMS Prudence. The next five ships are to be HMS Empathy, HMS Circumspect, HMS Nervous, HMS Timorous and HMS Apologist.

Costing £850 million each, they comply with the very latest employment, equality, health and safety and human rights laws. The Royal Navy fully expects any future enemy to be jolly decent and to comply with the same high standards of behaviour. The new user-friendly crow's nest has excellent wheelchair access. Live ammunition has been replaced with paintballs to reduce the risk of anyone getting hurt and to cut down on the number of compensation claims. Stress counsellors and lawyers will be on board, as will a full sympathetic industrial tribunal.

The crew will be 50/50 men and women, and will contain the correct balance of race, gender, sexuality and disability. Sailors will only work a maximum of 37hrs per week as per Brussels Rules on Working Hours, even in wartime. All the vessels are equipped with a maternity ward, a crèche and a gay disco.

Tobacco will be banned throughout the ship, but recreational cannabis will be allowed in wardrooms and messes. The Royal Navy is eager to shed its traditional reputation for; "Rum, sodomy and the lash"; so out has gone the rum ration, replaced by sparkling water.

Sodomy remains, now extended to include all ratings under 18. The lash will still be available on request. Saluting of officers is now considered elitist and has been replaced by "Hello Sailor". All information on notice boards will be in 37 different languages and Braille. Crew members will now no longer have to ask permission to grow beards and/or moustaches. This applies equally to female crew. The MoD is inviting suggestions for a "non-specific" flag because the White Ensign may offend minorities. The Union Jack must never be seen. The newly re-named HMS Cautious will be commissioned shortly by Captain Hook from the Finsbury Park Mosque who will break a petrol bomb over the hull.

She will gently slide into the sea as the Royal Marines Band plays "In the Navy" by the Village People. Her first deployment will be to escort boatloads of illegal immigrants to ports on England 's south coast.The Prime Minister said, "Our ships reflect the very latest in modern thinking and they will always be able to comply with any new legislation from Brussels ."

His final words were, "Britannia waives the rules".

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Speaker Summary

Liner Shipping: Economic Overview

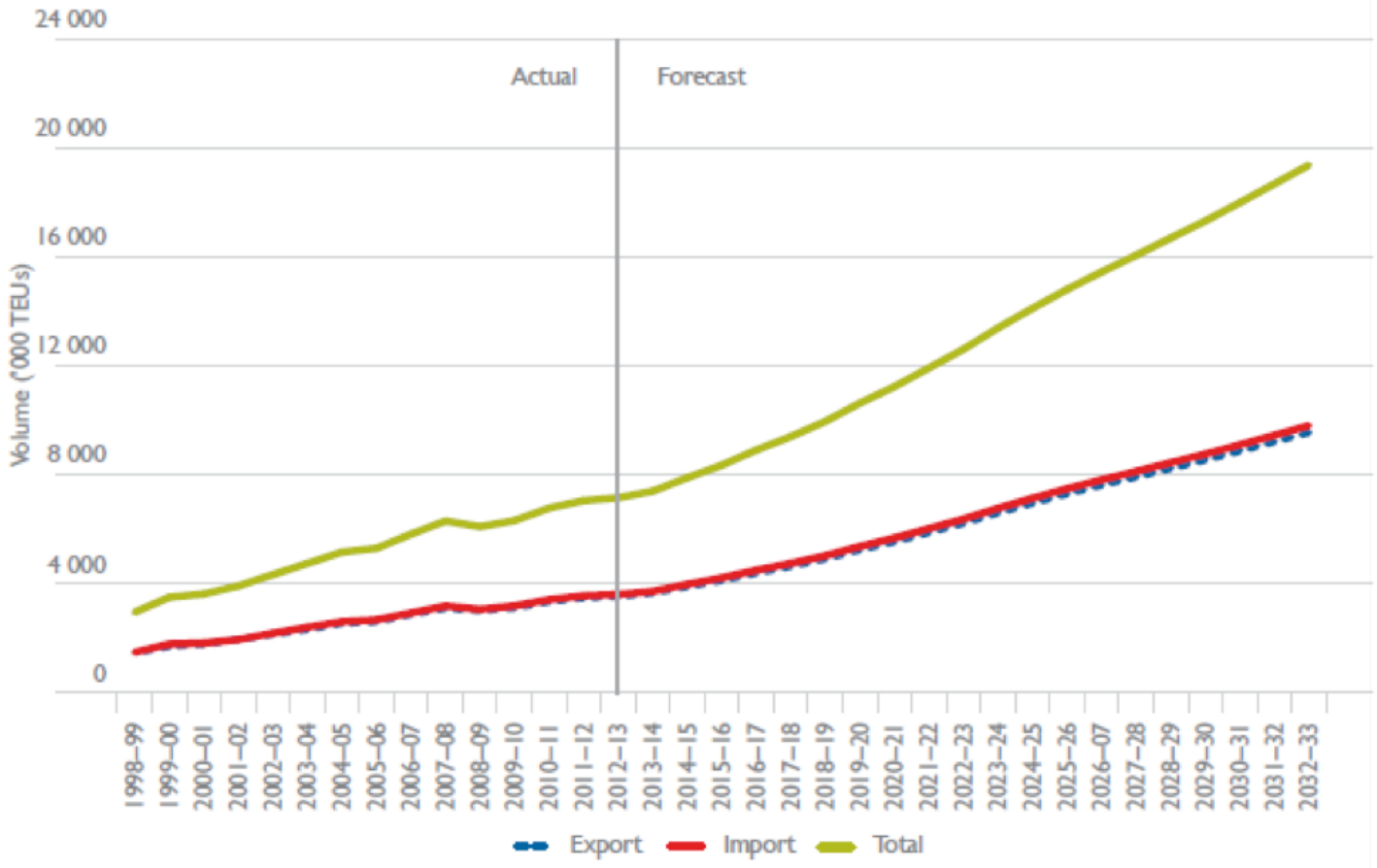
At our February meeting we were delighted to welcome Capt Bilal Ali Khan, Operations and Procurement Manager, ANL Container Lint Pty Ltd.

With the positive economic outlook for Australia and its major trading partners, Australia's exports and imports are projected to grow positively over the forecast period.

Full and empty container exports through all Australian ports are projected to grow by 4.1 and 6.3 per cent a year, respectively, over the forecast period to 4.8 million TEUs each in 2032–33.

As a result, total container (full plus empty) exports through All Ports are forecast to increase by 5.1 per cent a year over the next 20 years to 9.6 million TEUs in 2032–33. Full

Figure 4.29 Containerised trade: All Ports



Sources: Ports Australia (2014) and BITRE estimates.

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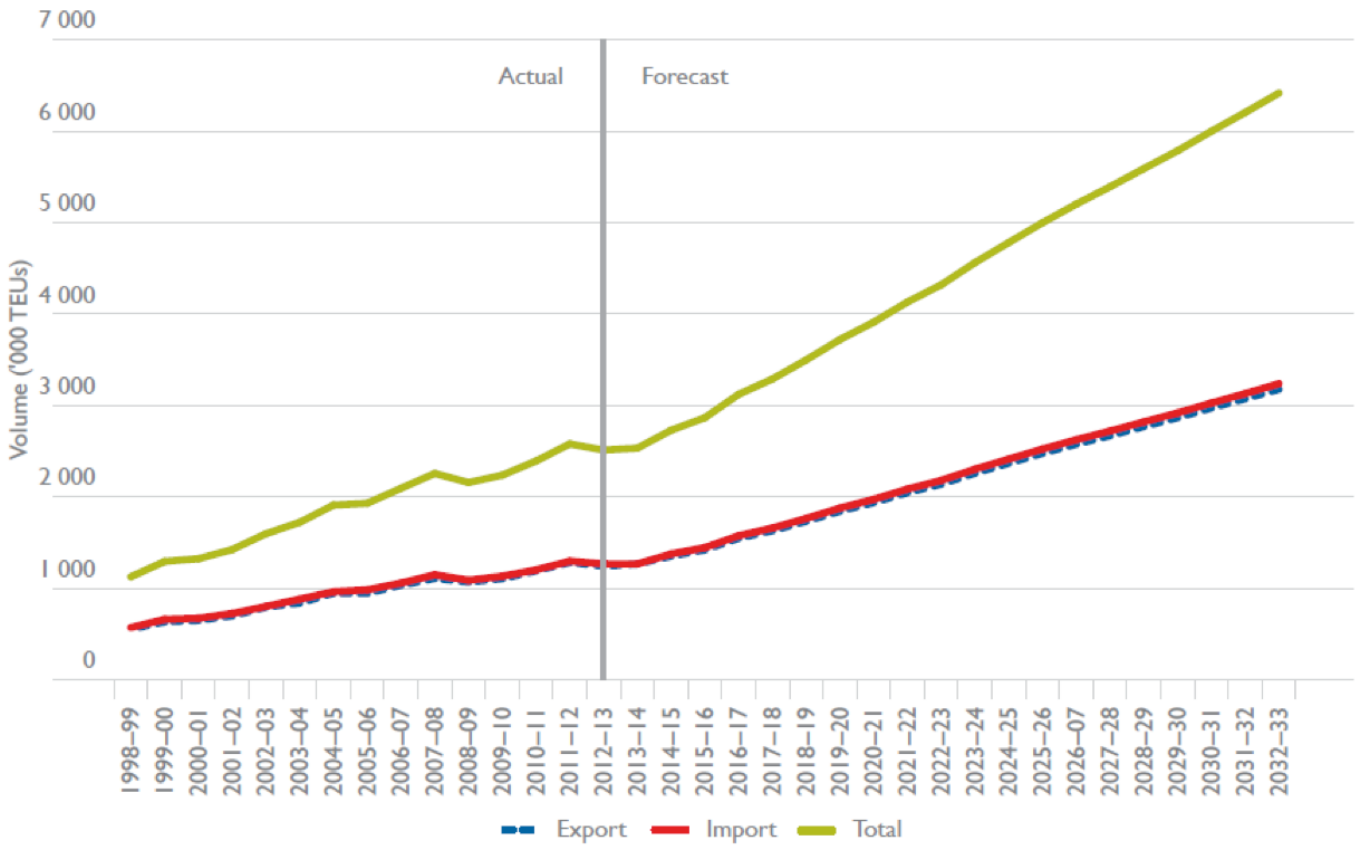
Speaker Summary Cont…

As a result, total container (full plus empty) exports through All Ports are forecast to increase by 5.1 per cent a year over the next 20 years to 9.6 million TEUs in 2032–33.

Full containerised imports, which increased by 7.0 per cent a year over the last 14 years, are projected to grow by 5.3 per cent a year over the forecast period, from 3.3 million TEUs in 2012–13 to 9.2 million TEUs in 2032–33. Empty container imports are projected to increase by 3.0 per cent a year over the next 20 years to 0.6 million TEUs.

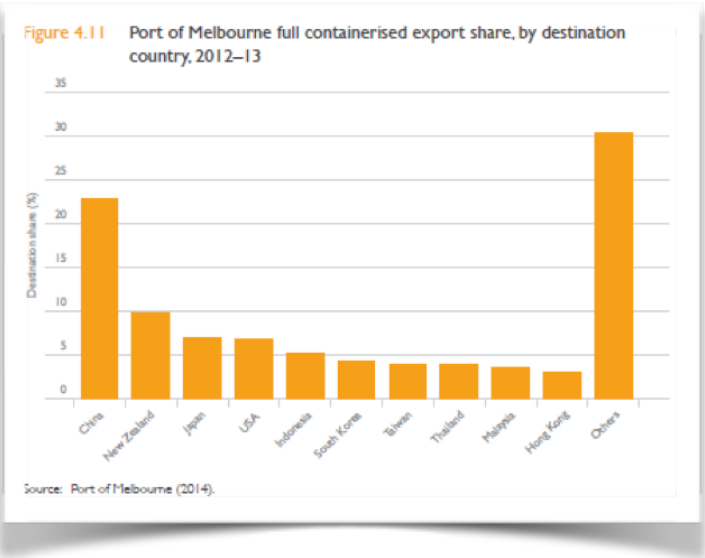
Total containerised (full plus empty) imports through All Ports are forecast to increase by 5.1 per cent a year over the next 20 years to 9.8 TEUs in 2032–33. The volume of total containerised trade through All Ports is projected to increase by 5.1 per cent a year over the next 20 years, from 7.2 million TEUs in 2012–13 to 19.4 million TEUs, in 2032–33.

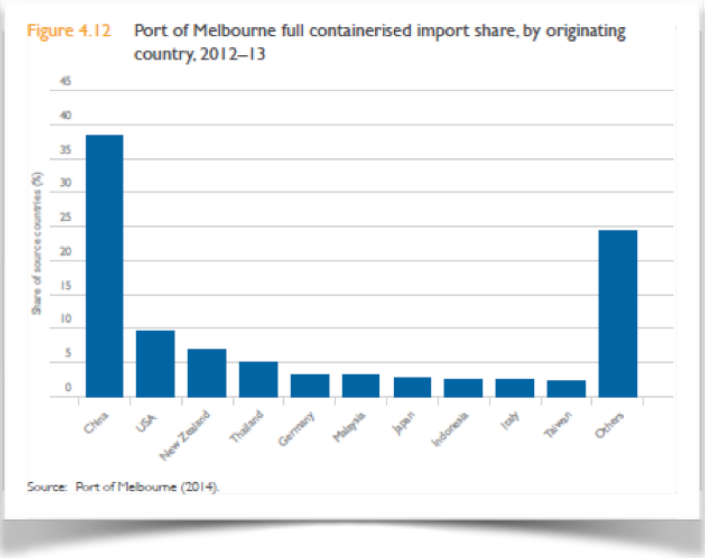
Containerised Trade Melbourne



Speaker Summary Cont…

Our speaker gave us a an insight into Liner Shipping and overcoming barriers to entry into the market including a brief look at Structural Cost Models.





The formula appears to be think big at every level: huge 20,000 TEU (20-ft equivalent units) east-west mainline ships, larger ships on north-south trades, bigger feeder vessels and mega alliances.

The recent strong annual report from Maersk suggest that this strategy is working but you would not think so from the title of a commentary just published by US-based analysts Boston Consulting Group (BCG) – "No End to the Perfect Storm Hitting Container Shippers: It's Time to Transform and Collaborate in Radically New Ways".

It argues that accelerated transformation and closer alliances are critical for escaping the vicious cycle characterised by container shippers' overcapacity, industry fragmentation, and low shareholder returns.

Drawing on analysis of data from proprietary benchmarking databases and other tools, BCG said that it expects continued overcapacity in the container shipping industry, with no market recovery in sight. Carriers – especially mid-size global players – are struggling to generate returns sufficient to cover the cost of capital, it added.

Moreover, according to BCG, their attempts to turn the situation around by investing in new, ultra-large vessels is creating only temporary competitive advantage. Worse, such moves are accelerating the vicious cycle that initially spawned the excess capacity and low returns plaguing the industry.

Coming into the discussion with a very different perspective, the Global Shippers Forum (GSF) has called for a "manageable but rigorous set of monitoring KPIs (key performance indicators) that can provide the required level of confidence to customers that ocean shipping alliances can deliver tangible benefits in terms of reduced costs, competitive ocean rates and improved services for shippers.

New alliance agreements represent a new breed of

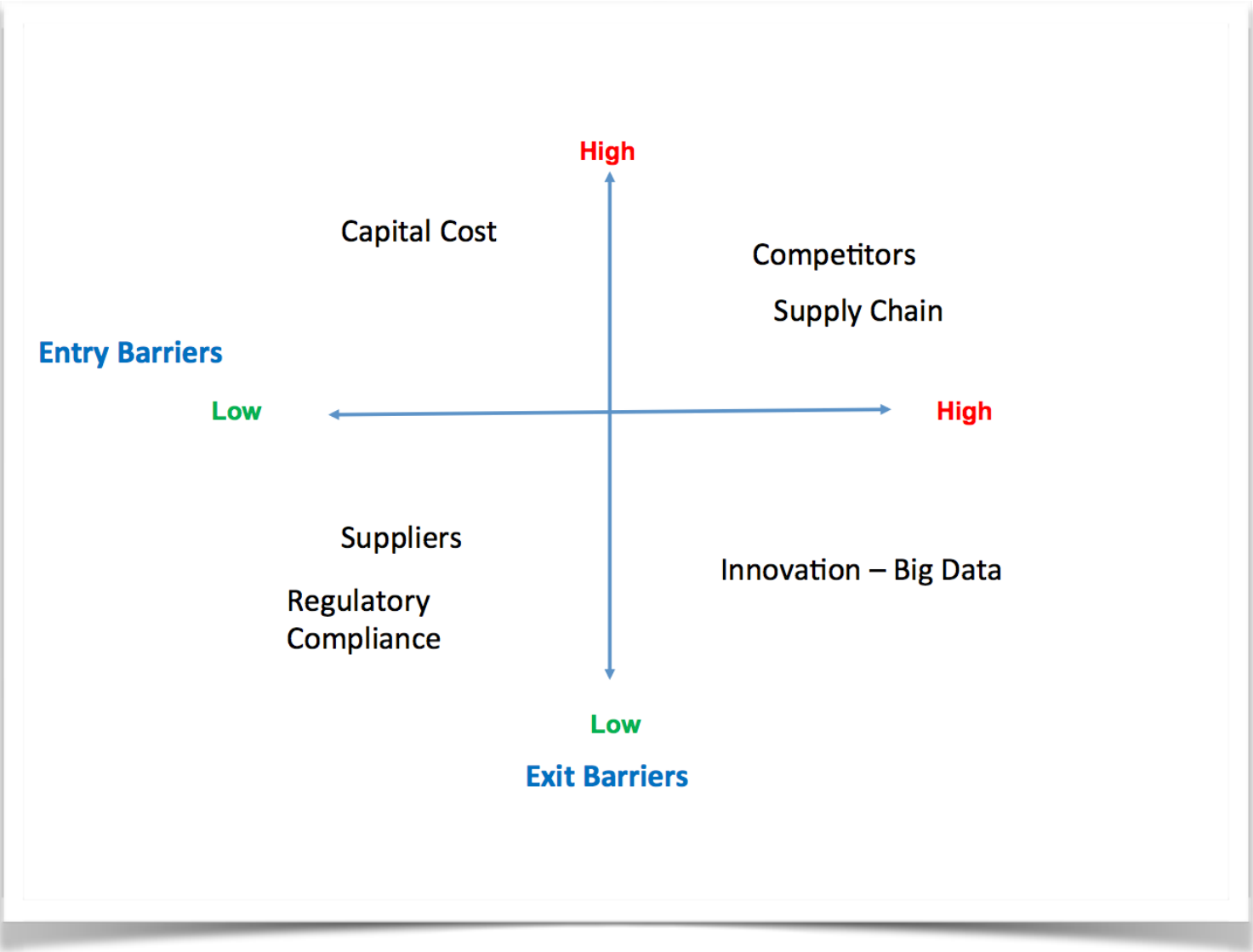
Speaker Summary Cont….

enhanced cooperation agreements in the liner shipping sector that go well beyond traditional consortia or vessel sharing agreements.

The problem for Australia is that we are not able to accommodate such large vessels.

Consideration also needs to be given to the players in the Supply Chain Interface such as: the Flag State, Port State, Customs/Quarantine, Stevedores, Towage, Consignees, Shippers, Bunkers Suppliers to name but a few.

To overcome some of the barriers into the market scrutiny of economies of scale and other factors are required including, extending the customer base without exceeding system costs, increasing the geographic scope, increasing asset utilisation and increase frequency of service.



Speaker Summary Cont…

Number of Days

- Bunker Costs
- Charter Hire

Vessel size = Number of slots

Structural Costs/ Number of slots = Cost per slot

What constitutes Structural Costs?

Structural Cost Modelling - Sample

Our speaker outlined some of the differences in the types of cargo carried between in-ward and out-ward trades and the need to factor in the repositioning of empty boxes (which obviously bring in no profit by way of freight) from one place to another - often far apart. Australia tends to import more than it exports and ensuring empty boxes are repositioned to meet demand is a difficult and expensive task.

The proportion of service capacity provided which is actually used for the liner trade has an impact on both the cost and quality of service provided. Increasing utilisation by reducing the frequency of service (removing a ship from the trade) or replacing existing ships with the same number of smaller ones would reduce total shipping costs but would also reduce the quality of service to some extent.

I fear that I have not done our speaker complete justice in this summary. Overall, he provided a distillation of the issues facing those involved in the Liner Shipping Trade in Australia in a succinct and interesting manner.

Outstanding Achievement Award

The Recipient of this year's Outstanding Achievement Award is Dr Stuart Ballantyne

Doctor Stuart Ballantyne, has had an outstanding career in many facets of the Australian Maritime Industry. As a vocal advocate over many years, for the improvement of aspects of the shipping industry locally, for ship building, ship design, ship operation, yacht design and for the betterment of the liaison between Government Departments, and the Marine Industry in general. He is an accomplished Author and incisive commentator in his regular column, in Baird shipping publications.

Stuart is a Member of the Brisbane Branch of the Company, is the Managing Director of Sea Transport Solutions Pty. Ltd. (**STS**) operating from the Gold Coast.

Stuart accompanied his parents as a 13 year old from Scotland, with the family settling in the port city of Geelong. He has had, an abiding, all encompassing, interest in ships, shipping and the sea. A heritage that was inherent in his Clyde-side formative years. Leaving school at 15 joining the PMG, he eventually obtained a deck cadetship with the British Phosphate Commission (**BPC**), serving out his time with this company and successfully passing the exam for his Second Mates Certificate.

He then joined Dominion Far East Line's passenger vessel **Francis Drake**, before eventually returning to the U.K., for further experience. On his return to Australia, Stuart was caught up in the 'National Service' lottery then in place with the Vietnam war in progress. He spent an interesting time in the service of the Royal Australian Navy, as a Sub Lieutenant before returning to the Merchant Service.

His interest in design, naval architecture and as a Marine Consultant, saw him combine his many talents and interests, with a decision to broaden his horizons. Returning to the Clyde he undertook and completed his degree course and later Doctorate in Naval Architecture, from Strathclyde University's Naval Architecture Department.

Stuart as a Fellow of the Royal Institution of Naval Architects has designed and constructed many of the innovative catamaran ferry types, that are employed in waters around Australia and overseas. His work on ferries is recognised around the world and Stuart was the inaugural Chairman of Inter-Ferry, the world wide ferry organisation and has been the winner of five International awards in that category.

His company **STS** deals with the full concept from vessel design, construction and operation, as owner of catamarans of Ro-Ro and Ro-pax type. **STS** has also been a leader locally, of bulk trans-shipment vessels, examples of which are the Cairns built **Aburri** and the locally operated **Wunma** and **CSL Whyalla**. Catamaran mine sweepers have also been designed for the RAN. His passion also extends to yacht design and the enjoyment of sailing.

Stuart Ballantyne, has always promoted anything 'that is good for the marine industry and good for the Nation' and over many decades has promulgated this philosophy in his constructive and humorous magazine columns, lectures and newspaper articles.

An extremely successful business man, generous in his charities, he is certainly deserving of the Company's Outstanding Achievement Award.

Around the World

Explosion Aboard Tanker Kills One

An explosion aboard a Korean-registered vessel *Heung-A Pioneer* killed one person and injured five others during its voyage down the the Tanjung Dawai coast, Malacca Strait, Malaysia near Kedah waters on 18 April, 2016.

The explosion was preceded by a fire, which broke out in the middle of the ship's deck.

The deceased has been identified as Myanmar national Tha Tun while the victims are aged between 28 and 58.

Penang Port received the ship's mayday call and informed the relevant authorities, including the fire and rescue department and the police station, of the incident. Paramedics were deployed to the scene, but one seafarer died straight away after the explosion.

Once the vessel arrived at the port, the injured personnel were hospitalized for treatment.

"The captain of the ship revealed that the fire started from the middle of the ship's deck which in turn caused the explosion," a local official from Penang port said.

Acting chief executive officer of Penang Port Sdn Bhd (PPSB) Rosihan Adi Baharuddin said: "As soon as we received the call, we alerted the relevant authorities, namely the Fire and Rescue Department, the Seberang Jaya Hospital, the Butterworth Police Station and the Civil Defence Department (JPAM) to assemble and be on standby to await the arrival of the ship which was still about 45 minutes away."

Rosihan said the cause of the fire is being investigated by the authorities and there were no disruptions on the port's operations.

Norman Madeleine - Grounding

It has been reported that the general cargo vessel (with container capacity) NORDANA MADELEINE ran aground on 9 April.

It is reported that prior to grounding, the vessel experienced a failure in both its engine and steering causing it to drift off the fairway.

The vessel was refloated with the assistance of tugs.

The vessel then proceeded up river and docked in Montreal, Canada for inspection and surveys to establish the extent of damages.

It is possible that Salvage, General Average and Recovery issues may arise as a result of this casualty.

Goddess Santosh Devi - Grounding

It is reported that the bulk carrier GODDESS SANTOSH DEVI ran aground on 6 April.

The vessel is said to have encountered severe weather in the last couple of weeks and after contacting its hull, it proceeded to Cabo Penas/ Golfo de Montes, Chile for shelter. It is here the vessel is said to have ran aground.

It is reported that one ballast tank is breached and the vessel is taking on water. Authorities are reportedly planning to refloat the vessel if possible and move it to a safe position, assisted by tugs, so that the extent of damages to the hull can be assessed.

The Owners are reportedly in discussion with the appropriate parties as to whether, following the results of the damage assessment, the vessel is to continue its voyage to Brazil for repairs or divert to a Chilean dock for temporary repairs.

Closer to Home

Breakaway of *Spirit of Tasmania*, Station Pier, Melbourne, Victoria on 13 January 2016 Preliminary Report

What happened

On the afternoon of 13 January 2016, the roll-on roll-off ship *Spirit of Tasmania II* was loading passengers and vehicles in Melbourne. At 1752, strong wind gusts blew the ship off the wharf and all but one of the ship's mooring lines (on the bow) parted.

As it broke away, the stern swung around until the ship was 90 degrees to the wharf and parallel to the nearby public beach, in danger of grounding.

Action was taken to arrest the swing and the ship was returned to the wharf without touching bottom.

Wharf cargo and vehicle loading infrastructure was seriously damaged. The ship suffered minor bow damage. No one was injured.

What the ATSB has found so far

Based on the preliminary information that ATSB obtained, it was apparent that a band of severe thunderstorms passed across the area, including the location of Spirit of Tasmania II, with comparatively little notice.

As the ship's bridge was unattended throughout the port stay, none of the crew saw indicators of an approaching storm until immediately before the breakaway.

The ship's crew responded swiftly. The bridge was manned and machinery was operational by the time the ship had turned 90 degrees to the wharf.

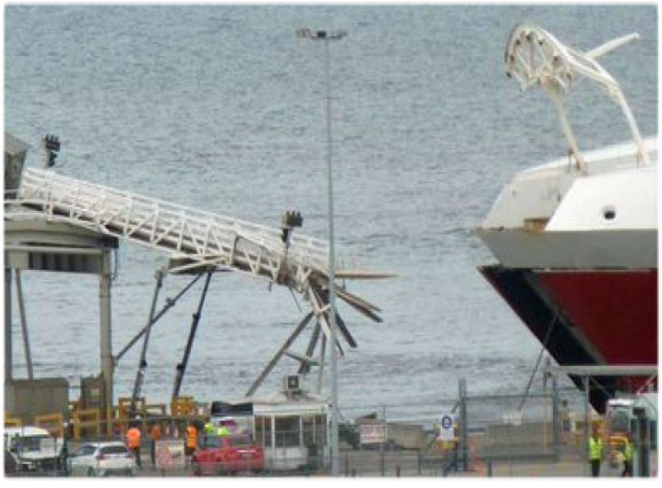
The ship's movement was then controlled using its thrusters and propulsion until it could be turned, with the assistance of a harbour tug, away from the beach and returned to the wharf.

Investigation direction

The investigation is ongoing and will focus on weather events in the Port of Melbourne area, and how the port and port users prepare for such events.

This will include:

- The ship's managers' (TT Line Company) preparations and procedures
- Spirit of Tasmania II preparations and procedures for port stays and weather events, including mooring arrangements and equipment
- Port of Melbourne procedures and actions
- Bureau of Meteorology weather forecasting and warnings
- Distribution of weather information and warnings to and amongst port users.



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Closer to Home Cont…

Engine Room Fire on board MV *Marigold* at Port Hedland, WA on 13 July 2014 - Final Report

What happened

At about 1447 on 13 July, a fire started in the engine room of the bulk carrier *Marigold*, while it was loading a cargo of iron ore in Port Hedland, Western Australia (WA). Firefighting by the ship's crew included activating the Halon gas fixed fire suppression system for the engine room. However, a full release of Halon gas did not occur, nor was the engine room effectively sealed. Consequently, the fire continued for about 12 hours until it burnt itself out.

What the ATSB found

The ATSB determined that the fire began on *Marigold*'s number one generator after a fuel oil pipe fitting on it failed. The resulting spray of fuel oil likely contacted a hot surface on the generator and ignited. The deployment of the ship's Halon gas fixed fire suppression system was ineffective, as a full release of Halon gas did not occur and the engine room was not effectively sealed. Failures within the Halon system and multiple failures of the ventilation closing mechanisms were indicative of a lack of effective planned maintenance on board. The port's emergency response plan was initiated, but there were misunderstandings between the agencies involved as to the roles of the others during the initial stages of the incident and response. Their emergency plans did not refer to trigger points for transfer of control or include detailed instructions of how to hand over control during an incident.

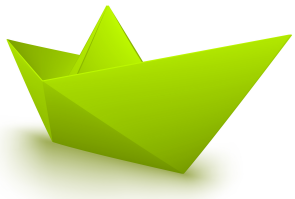
What's been done as a result

The ATSB has been advised that as a result of this fire and another recent shipboard fire in Fremantle, WA, the State Emergency Management Plan for a Marine Transport Emergency (WESTPLAN MTE) has been revised. The WESTPLAN MTE now covers formal incident controller delegations. Further, the WA Department of Fire and Emergency Services (DFES), the State's hazard management agency, has initiated new 'level 1' and 'level 2' marine firefighting training programs. The operator of the ship's berth, BHP Billiton, will now provide international shore connections at its berths to improve water supply to a ship's fire line in emergencies. Additionally, BHP Billiton has aligned its standardised response checklists with those of DFES. The emergency response plan for shipboard fires will be consistent with these checklists. *Marigold*'s managers have taken action to address safety issues with regard to the maintenance and operation of the fixed fire suppression systems and ventilation closing mechanisms. The ATSB has issued one recommendation to the ship's managers to further address the safety issue with regard to the operational status of fixed fire suppression systems. It has also issued five recommendations to DFES to address issues related to the shore response to shipboard fires.

Safety message

Response to a large fire on board a ship in port will involve the ship's crew and shore fire crews. Where multiple shore response agencies are involved, their emergency procedures need to be consistent with each other, such that individual and team roles and responsibilities are well understood and ensure that agencies can coordinate an effective response.

A Victory for Insurers: The *Yusuf Cepnioglu*



Many jurisdictions around the world have legislation granting a victim the right to sue a defendant's insurer directly and without first suing the insured. Such "direct action statutes" have been used in a number of recent cases to sue P&I clubs directly. The issue for clubs, and insurance companies generally, is not only that such claims potentially circumvent the choice of law and jurisdiction within the contract of insurance, but also that contractual defences, most notably the pay to be paid rule, can often be declared unenforceable by the local courts.

In *Ship-owners' Mutual Protection and Indemnity Association (Luxembourg) v Containerships Denizcilik Nakliyat Ve Ticaret AS*, the Court of Appeal has clarified the test to be applied in determining whether a club must defend claims in the relevant foreign jurisdiction in which they are brought, or whether the club can rely upon the choice of law and jurisdiction within the club rules and seek an anti-suit injunction preventing any action from being prosecuted abroad.

Briefly, the facts of the case are as follows.

On 8 March 2014 the m/v *YUSUF CEPNIOGLU* (the Vessel) grounded on the Greek island of Mykonos. Salvage services were rendered but the Vessel was a total loss. At the time of the grounding the Vessel was laden with 207 containers. The cargo was being carried pursuant to 74 bills of lading issued by the charterers. Cargo claims were notified to both the owners and charterers in Turkey and elsewhere. The charterers commenced arbitration proceedings in London against the owners pursuant to the terms of the charterparty seeking, among others, an indemnity against liability to cargo interests, but were unable to obtain security directly from the owners. In May 2014 the charterers commenced proceedings in Turkey directly against the club under Article 1478 of the Turkish Commercial Code. This provision provides:

"The victim may claim its loss up to the insured sum directly from the insurer provided that the claim is brought within the prescription period applicable to the insurance contract".

The charterers also commenced "precautionary" proceedings in Turkey seeking security by attaching premia due to the club in the hands of brokers in the amount of US$13.5 million. The club rules provide for, amongst others, English law and London arbitration and cover is subject to the pay to be paid rule. The club therefore sought and obtained on an ex-parte basis an anti-suit injunction against the charterers preventing the charterers from pursuing claims in Turkey. This was subsequently challenged by the charterers.

At first instance Mr Justice Teare found in favour of the club and maintained the anti-suit injunction. The charterers appealed to the Court of Appeal.

The Court of Appeal clarified that the first stage of the process is to determine what rights Article 1478 gave the charterers. Did the Article allow the charterers to stand in the shoes of the owners and adopt the owners' contractual rights against the club, in which case the claim will be governed by English law/London Arbitration. Alternatively, did the Article grant an independent right of action, in which case it will be governed by Turkish law.

The court found in favour of the club on all points and the appeal was dismissed and the anti-suit injunction was maintained.

Curtesy Holman Fenwick Willan

April 27 - CoMMA Meeting

Event: **CoMMA Branch Meeting**
Date & Time: Wednesday 27 April 2016, 6 for 6.30 pm
Speaker: Capt Roy Stanbrook, AIS, VTS and other TLAs
Location: CQ Functions, CQuisine Restaurant
113 Queen Street, Melbourne VIC 3000
Cost: Members $40, Non-Members $50
RSVP: Alexandra Evered, Mon. 25 April, 2016
T: 03 5424 1224 / E: alex@baysideshipping.com

May 25 - CoMMA Meeting

Event: **CoMMA Branch Meeting**
Date & Time: Wednesday 25 May 2016, 6 for 6.30 pm
Speaker: Peter Mitchell, Jubilee Sailing Trust
Location: CQ Functions, CQuisine Restaurant
113 Queen Street, Melbourne VIC 3000
Cost: Members $40, Non-Members $50
RSVP: Alexandra Evered, Mon. 23 May, 2016
T: 03 5424 1224 / E: alex@baysideshipping.com

June 29 - Joint Function

Event: **Joint Function**
Date & Time: Wednesday 29 June 2016, 5.30 for 6.00 pm
Speaker: Paul Hand, Melbourne International RoRo Automotive Terminal
Location: CQ Bar, CQ Functions
113 Queen Street, Melbourne VIC 3000
Cost: Members $35, Non-Members $40
RSVP: Alexandra Evered, Mon. 27 June, 2016
T: 03 5424 1224 / E: alex@baysideshipping.com

If you wish to advertise an event please contact the Honorary Editor, Alexandra Evered:
Email alex@baysideshipping.com / T 03 5424 1224

April 28/29 - AMPI Autumn Workshop

Event: **AMPI Autumn Workshop**
Date & Time: 28/29 April 2016
Theme: The Role of Technology in Modern Pilotage
Location: Novotel Wollongong North Beach

May 17/18 - ASMEX Conference 2016

Event: **ASMEX Conference 2016**
Date & Time: 17/18 May 2016
Theme: Building Business for the Future
Location: Sanctuary Cove, QLD

May 19/22 - International Boat Show

Event: **International Boat Show**
Date & Time: 19/22 May 2016
Location: Sanctuary Cove, QLD

May 17 - Australian Marine Industry Awards

Event: **Australian Marine Industry Awards**
Date & Time: 17 May 2016
Location: Sanctuary Cove, QLD

May 10/12 - Canada LNG Export Conference

Event: **Canada LNG Export Conference**
Date & Time: 10/12 May 2016
Theme: Preparing Canadian LNG Supply for new Global and Domestic Gas Market Opportunities
Location: Vancouver, Canada

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Got a Story for the Log?

Do you have a story for the Log?

If you wish to make a contribution to the Log or advertise an event please contact the Honorary Editor, Alexandra Evered:

email alex@baysideshipping.com

phone 03 5424 1224

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