Points West

The Journal of the Western Australian Branch of the Company of Master Mariners of Australia

Volume 9, Issue 5, May 2013

From the Branch Master

Welcome to the May edition of Points West. The April General Meeting took place on Wednesday 27th May.

The meeting was well attended with thirty three members in attendance. Mr Scott Elson, the Director, Sales and Marketing for L3 Oceania, delivered a presentation on provision of a complete Maritime Domain Awareness (MDA) solution.

L-3 Oceania, based in Fremantle, has been developing marine monitoring system for over 20 years, systems in service include Submarine detection systems for the RAN, vessel tracking for the Great Barrier Reef and radar and camera surveillance systems supplied to Major Offshore oil and gas companies around the world.

The L-3 Vigilis system provides a complete Maritime Domain Awareness (MDA) solution based on modern sensors meshed together to formulate a common Command, Control and Monitoring system which is scalable from ports to complete coastal surveillance Systems. The presentation discussed these projects and suggested ways in which such systems can be used to monitor our coast.

As previously mentioned the Outstanding Achievement Award (OAA) is usually awarded to a person who is not a member of CoMMA but has contributed to the wellbeing of Maritime Industry and Shipping in general.

At last Federal meeting the Queensland Branch had proposed Capt Mike Lutze, the Harbour Master of Gladstone as the recipient of the 2012 Outstanding Achievement Award and was accepted in the Federal AGM. Those who know Capt Lutze will remember his contribution and hard work in Shen Neng 1 grounding which was not an easy task considering the presence of all the mixtures of operational, technical and above all political wrangling. He also contributed to the dispute resolution during the Gladstone dredging program in 2012. Capt Lutze was highly regarded as a mentor to younger entrants in the maritime industry.

The Federal Executives agreed to increase the Federal levy by $10 to lift it from $50 to $60 per member. This increase is going to be passed on to the branches from May. This is as result of the fact that the Federal coffers were depleting rapidly after hosting the IFSMA AGA, and not getting the number of attendees at the Congress as hoped.

It has been discussed widely enough and I'm sure most are aware that as result of the amendments to the constitution the Federal Court was dissolved and the Branch Masters become the directors of the company. At the Federal AGM Capt Ted van Bronswijk was elected as the new Federal Master replacing the outgoing Federal Master Capt. Gray.

Cont'd.....

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From the Branch Master (cont'd…)

Capt Gray has been at the helm of the Federal Court for 4 years and during his tenure as the Federal Master he has achieved the hard goals that he had set for himself with admiration and magnificently.

Some of the key objectives such as:

- raising the profile of the Company of Master Mariners;
- becoming more relevant; and
- seeking to change the age profile and nature of membership;

were accomplished decidedly and with resolutely.

Capt Gray has been the shining torch in the darkest period of the Company and while he has moved to manage a project, on behalf of IFSMA, to investigate the formation of Maritime Clusters and Joint Ventures with diminishing Maritime Organisations in an attempt for them to remain relevant to the industry, I'm delighted to note that he has agreed to be active participant in the Court affairs and was happy to take on a marketing role, be involved with the web-site, Master Mariner Journal and the social media instruments like Face-book and the running of the web-site Blog.

The 2nd Master Mariners Congress in association with the 39th IFSMA AGA was held on 17th-19th April in Melbourne. Due to my previous work commitment unfortunately I was unable to attend this congress and asked the immediate past Branch Master, Capt Steve Harris to attend in my stead.

It is heartwarming to note that this year ANZAC Day commemoration attracted far more people than previous years. Master Mariners once again rose to the occasion and were present in the dawn services where I laid a wreath on behalf of the Branch. Some members also joined us for the traditional gunfire breakfast organised by Capt Harris at the port beach followed by breakfast at Tradewinds.

It is timely to remind the members of ANZAC Day centenary commemoration of the Gallipoli Landings on 25th April 2015, at Albany which marks the centenary of the Gallipoli Landings. Additionally, there is a planned 'Departure of the Convoys' re-enactment on 1st November 2014.

Members wishing to attend to any of the events (or both) are advised to let Capt Harris know who has volunteered to coordinate for this important history making events. Anyone who has any question please direct it to Capt Harris who I'm sure will strive to answer or will find an answer.

This year's Sea Scout competition took place on Saturday 4th and Sunday 5th May at the beautiful Pelican Point. The young Sea Scouts proved to be impressive in demonstrating their practical and theoretical seamanship ability. I wish to thank the attending Master Mariners for their dedication and professionalism who sacrifice their family time to ensure to pass on some of the knowledge and experience to the young Australian sailors who may one day end up being another successful Australian Seafarer like many of their forefathers.

The days were filled with joy and enjoyment and this year even the heavens cooperated as the weather proved to be truly magical.

I take this opportunity to invite the members and encourage them to be more involved in occasions such as this. Nothing is more fulfilling than to see young kids following their dreams and you are there to give a helping hand as the saying goes: They grew to feed and nurture us we must in turn grow to feed and nurture the others

As usual, if any member has an idea for social events, or business they'd like to bring up, please don't hesitate to contact me at any time rather than waiting specifically for the monthly meeting.

If members' personal details have changed from those held in CMMA records - address/phone numbers/current occupation, etc – please advise Capt Wim van Alebeek so that he can make the necessary updates to records.

As usual biographies, articles, with photographs, are invited for submission to Points West. Please submit to the Editor or Registrar or Secretary who will then forward the items to the Editor for publishing.

Warning – Be prepared for the Editor to knock on your door for biographies.

Suggestions are welcomed from anyone wishing to talk on a nautical subject at a Branch Meeting, or with ideas for a suitable Guest Speaker. Please contact Capt David Heppingstone, the Deputy Branch Master.

Capt Reza R. Vind
Branch Master

Marine Safety Forum – Safety Flash 12-31

Issued: 9th July 2012
Subject: Line Failure

The MODU was moored with 8 mooring lines and connected to the well. A loud noise was heard originating from aft, port side column and it was observed on the tension monitoring that the mooring line no. 5 lost its initial tension of 145mT down to 45mT.

The MODU got an excursion of 12 meters from initial position and the MODU tilted 2.3 degrees. Angle on lower flex joint was less than 2 degrees. Ballasting system was run to stabilize the MODU and the thrusters operated in manual mode to re-locate the MODU back to its initial position prior to the mooring line failure. It was identified some time thereafter that the fiber rope insert in mooring line no. 5 had failed. The triggering cause was that the subsurface buoy shackle/ chain came into contact with the fiber rope insert and lead to loss of integrity of the fiber rope insert.

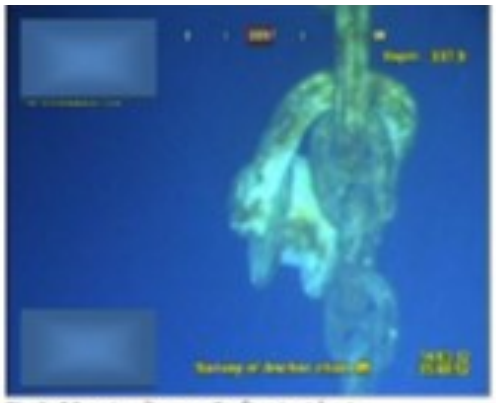


Fig 1: Mooring line no. 5 after incident



Fig 2: Identical rigging of mooring line no. 7

Critical Factors (CF) that lead to the incident:
CF1: Subsurface buoy shackle and chain fastened too close to the fiber line (Fig 1)
CF2: Rotational movement of the mooring line lead to the subsurface buoy arrangement getting tangled up into the fiber line (Fig 2).

Recommendations:
1. Install subsurface buoy to the bottom chain segment by "another" shackle in a safe distance to avoid the subsurface buoy to reach the fiber line segment connection point
2. Install high tension swivels in both ends of the fiber line insert
3. Evaluate use of swivels during test tension to avoid twist in pre-installed anchor lines
4. Assess the use of ROV survey when the MODU has achieved work tension in the mooring lines
5. All parties involved in the rig move process, is recommended to make themself familiar with industry learning related to mooring line failures and by doing so, bring learning forward in risk assessments and point-out potential weaknesses in rig move documentation issued for review

State Response Training Day, Fremantle

Wednesday 27 March saw the mustering of the Western Australian Department of Transport State Response Team (WA DoT SRT) at "D" Shed Fremantle for another training session.



The WA DoT SRT provides a cohort of trained industry personnel capable of responding to, and leading other responders, should a marine oil spill response be required.

On this occasion the training session was based around the stockpile of marine oil spill response equipment held in "D" Shed as part of the NATPLAN. Specifically, the training was twofold:

Firstly, it was to demonstrate to the SRT members the launching (by crane), and operation of the MARCO on-water skimmer; and

Secondly, to demonstrate to the SRT members the set-up for a "towtank" (a 20 tonne capacity, portable, collapsible and inflatable oil spill storage tank).

The SRT members were all given the opportunity to operate the MARCO on-water skimmer in the harbour. The MARCO on-water skimmer is essentially a twin hulled vessel that has a scoop arrangement over the bows that allows for the recovery of oily waste from water. On the bow a retractable boom houses essentially what is a conveyor belt of oleophilic material (attracts oil) that collects the oil from the water's surface and drops it into storage. The hulls of the MARCO can be used for the storage of oil waste collected with onboard capacity being approximately two tonne. The waste can also be discharged directly into another storage option, such as a towable tank.

Of note to those present during the training day were other activities within the port. The surfacing of a pod of dolphins in the port demonstrating the successful coexistence between enterprise and the natural environment, and how an environmentally responsible and sustainable outcome can be achieved.



In addition, the operation of the STS LEEUWIN II within the port waters demonstrated the diverse nature of port operations. From ecological/adventure marine tourism on the one hand too heavy logistics and shipping on the other.

Cont'd....

State Response Training Day, Fremantle (cont'd...)

The remainder of the training day was committed to demonstrating the set-up of the "towtank". This tow tank is a portable, collapsible and inflatable tank of 20 tonne capacity. The towtank has several features that allow it to be used as a collection storage tank, be towed in a seaway and eventually pumped out and cleaned.



The MARCO on-water skimmer, towtank and other equipment stockpiled around the WA coast at various high risk activity areas provides a first strike capability should a marine oil spill response be required. The on-going training of industry participants is also essential to ensure that the capability of the equipment, should it be required, can achieve its purpose in a safe and efficient manner.

Steve Wenban

Guest Speaker List - 2013	
Date	**Speakers**
May	Bobby Alsop – Arctic Convoy part II (continuing from Rory Mains' presentation)

Editor's Note

This issue has had a number of contributions, and thanks for all for that. I have tried to change the format a little in order to try and make the newsletter a bit more pleasing on the eye.

Please remember that the newsletter depends on your input and maritime themed outings preferably with some happy smiling faces will help to make Points West more relevant to all of our members.

Thank you for your patience as I try to implement the changes and I would also really welcome feedback and suggestions about how I could make it better!

Out and About in… Cockburn Sound

Captain Vince Nolan was in Cockburn Sound recently and sent us these pictures. The barge Miss Hannah was towed down the Success Parmelia Channel and was berthed alongside the Gavea Lifter at the AMC.



Miss Hannah at the AMC

The barge is here for the Gorgon project and is 122 metres in length with a beam of 37metres. Vince reports that it towed well in benign conditions but will be interested in how it tows with a large crane and containers on with a beam wind.



Miss Hannah in the Success Parmelia Channel



View of Cape Lambert Jetty A from Jetty B

Out and about in…

Cape Lambert

Editor Captain Mark Gooderham was in Cape Lambert this month inspecting the progress on the Cape Lambert Jetty B Expansion Project.

Export is anticipated to start in August this year increasing the total export from the port by 50% in the next year.

Captain Gooderham is the Harbour Master for Cape Lambert which is operated by Rio Tinto Iron Ore.

Safety Bulletin courtesy of MarineSafe



Crew Transfer Vessel Trapped Under a Boat Landing

A member has reported an incident in which a crew transfer vessel became trapped when the bottom section of a boat landing fixed to an offshore accommodation vessel gave way. The master of the crew transfer vessel was not able to manoeuvre the vessel free under own power, and the vessel was eventually pulled clear by another crew transfer vessel.

Some of the passengers launched liferafts and abandoned ship without any obvious instructions from the crew of the transfer vessel. Personnel were in a liferaft adjacent to the vessel when it was pulled clear and could have been run down. One liferaft was launched incorrectly and did not inflate. The boat landing was damaged, and there was minor damage inflicted to the bow of the crew transfer vessel. One member of the transfer vessel crew suffered

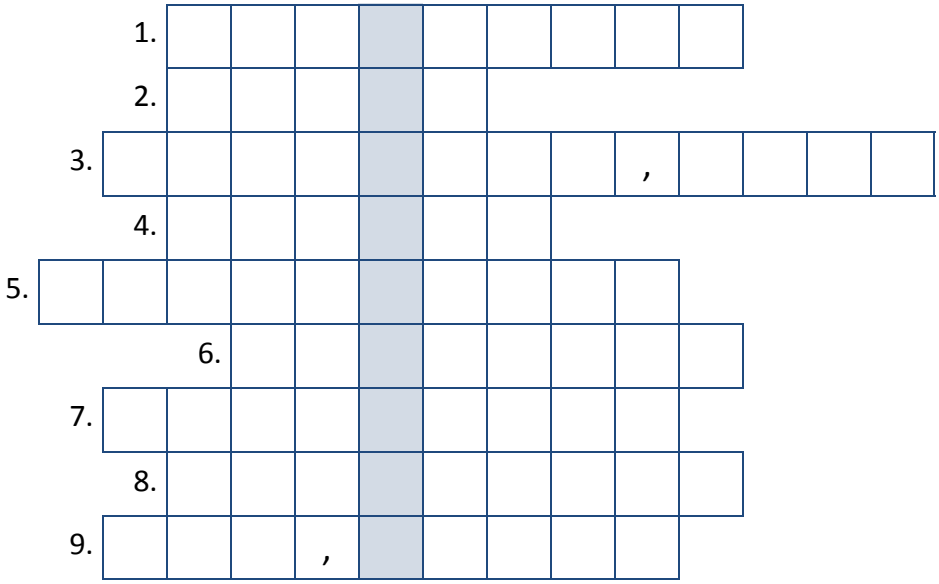
During the investigation a number of immediate causes were noted, including:

- defects or failures in design of equipment (the boat landing and the bow of the crew transfer vessel);
- inadequate risk assessment or consideration of the deteriorating weather and sea state;
- unexpected relative motion between the crew transfer vessel and the accommodation vessel;
- the trim and draft of the accommodation vessel.

The underlying causes were found to be:

- inadequate structural integrity of the boat landing – inadequate design;
- existing work procedures not adequate to the work in hand.

Points West Editor's Crossword No. 2



1. A wind directed down the slope of an in incline (9)
2. A warm dry wind on the lee side of a mountain range (5)
3. Beaufort Force 7 (8, 4)
4. A cloud that generally produces precipitation (6)
5. An instrument which records the duration of sunshine (10)
6. A deflecting force acting on a body's motion that results from the earths' rotation (8)
7. Emission or transfer of energy in the form of electromagnetic waves or particles (9)
8. An instrument for measuring the pressure of the atmosphere (9)
9. The temperature to which a sample of air must be cooled in order to attain saturation by water vapour (3, 5)

Anagram: Re-arrange the letters in the shaded squares to find the name of a marine instrument.

The first person to provide a complete and correct crossword answer will have a drink bought for them by the editor at the next master mariner's meeting.

"Congratulations to **Steve Wenban** for completing last months crossword correctly. Rumours that he travelled to Central Africa to find out the name of the Main Transatlantic Trade Port (Douala) are unfounded. He was actually in Fremantle with the State Response Team as you can see from his excellent article on Pages 5 and 6 of this issue."

Well done Steve!

Albany ANZAC Message

Please note the following e-mail received from Anne Gadsby the widow of Capt. Bob Gadsby. The e-mail has been circulated to members already but the message is surely worth repeating here.

Dear Captain Harris,

As you are probably aware, Albany is planning Anzac Centenary Celebrations.

I recently e-mailed Jim Major, a long-time friend and former Fremantle Harbour Master, who suggested getting in touch with the Company of Master Mariners with concerns I have about the commemorations. Anzac day has just passed. I looked for, and didn't see, a Merchant Navy contingent in the march. Was this because there weren't any, or because no one remembers that the Merchant Navy existed?

Go to War Memorials, no mention of the Merchant Service. I suppose you can include them under 'Sailors', but most people think of RAN not the hundreds of mariners on unarmed merchant ships. A big fuss is made of soldiers who 'put up their age" to join the army. Are people even aware that apprenticed Deck Officers joined at 16?

Albany is planning a great function for the Anzac Centenary, and I would like to ensure that the MN isn't forgotten. Without them, the horses wouldn't have arrived in Palestine, the army would have had no food, no munitions, no evacuation to a safer place, they wouldn't have arrived in the first place!

These days, transport is by Hercules, but as recently as the 1980s, the Canberra was requisitioned by the UK government to take troops and gear to the Falklands.I searched the net recently, and the high number of MN casualties deserves some recognition, especially at the Anzac centenary. I look forward to some assurance from the Company of Master Mariners that the MN will not be forgotten.

Yours sincerely.

Anne M. Gadsby

WA Branch Court – 2012 / 13

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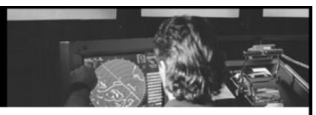

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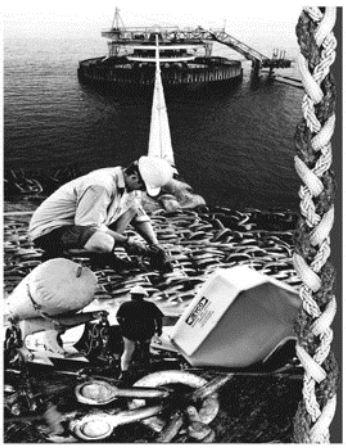

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