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Perfect Timing!

Sydney celebrated the 75th anniversary of the opening of the Harbour Bridge on 18th March. Texas, piloted by Captain Rowan Brownette, passes under the bridge as Her Excellency, Professor Marie Bashir AC CVO, Governor of New South Wales and The Hon. Morris Iemma, Premier, cut the ribbon to mark the start of the celebrations (inset) .



Richard Lorraine (left), Barclay Ross, Mike Bozier, John Harding, Davina Shields, Mike Drake, Ken Edwards, Justin Jones, Iain Kerr and Chris de Jong attended the AGM

Annual General Meeting

The 2007 (ninth) Annual General Meeting was held on 30th May, at the Sydney Ports Marine Base. Once again the attendance was disappointing, but the quorum was achieved and the business of the meeting completed.

Branch Chairman, Barclay Ross opened the meeting and congratulated Ken Edwards and Justin Jones on their awards and Mike Bozier on his election to fellowship.

Richard Lorraine presented the Branch Secretary's report covering membership, meetings, branch representation, branch web site, branch computer, the branch newsletter and sponsorship.

John Harding, Branch Treasurer, presented the audited accounts. Spending was kept within budget. Last year's balance allowed for a reduced subvention from HQ and so this year's balance was smaller. The meeting also approved the proposed budget for 2007-2008

Barclay Ross, in presenting his Chairman's report, noted the continuing programme of quarterly meetings but a drop in other activities. He thanked all the committee for their hard work and support over the past year. He reported that the strong association with the Sydney branch of CMMA continues.

Richard reported that David Bendall joined the committee during the year. Iain Kerr was nominated for the position of Vice Chairman. As there were no other nominations, apart from the committee, the Chairman and committee were re elected

There was a discussion about the review of STCW. The meeting agreed that a Review of STCW section should be included in the web site, with members requested to email comments to the secretary. These comments would be included in the new section.

The minutes and branch accounts are enclosed with this newsletter.

Richard Lorraine

www.nisea.org

Our new website was launched at the beginning of January.

You can find details of future meetings, contact details for the committee, "What if?" reports and an archive section with all our past newsletters.

There is also a links page with links to various web sites including some member's sites.

If you have a web site, or have associations with a site, and would like to have it included on our links page please contact me.

If all goes well, I hope to update the site monthly.

Richard Lorraine

Ship Emergency Response Service

Our May meeting was a combined meeting with the Sydney Branch of the Company of Master Mariners of Australia. Our speaker was Mr. Jonathan Branch, Naval Business Coordinator for Lloyd's Register.

There have been approximately 9000 serious incidents involving appreciable ship damage over the last ten years. The figure is approximate because ship accidents do not generate international publicity unless passengers have lost their lives, oil has been spilled or leaked or the incident has occurred in front of a local press. Put another way, a fleet of 10 ships can expect, on averages, to experience one serious incident every 10 years – at a cost of US\$2 million a time, according to figures given by the UK Mutual P & I Club.

As accident situations are almost always dynamic and also because of the increasing intolerance of oil pollution a quick response to an accident is needed, no matter where it occurs. In 1986 the major oil companies realised that they did not have enough in-house expertise to manage any emergency that could arise so they asked Lloyds Register to consider establishing a separate advisory service, resulting in the Ship Emergency Response Service (SERS).

Major oil spills generated bad publicity in the years before 1986 ("Torrey Canyon" 1967, "Amoco Cadiz" 1978). The "Exxon Valdez" spill in 1989 however resulted in the passing of the U.S.A. Oil Pollution Act in 1990 (OPA90). This act requires all tankers passing through US waters to have a vessel response plan that includes, among other provisions, prompt access to computerised, shore based, damaged stability and residual strength calculation programmes.

Programmes similar to SERS are operated by at least three other classification societies (DNV, ABS and NK), not always for ships entered with them. It is now common for fleet owners to have their ships entered with more than one class society, however it is not common to use more than one emergency response consultant.

SERS was involved with the "Sea Empress" grounding in Milford Haven in 1996. 2,500 tonnes of crude oil escaped in the initial grounding and 69,000 tonnes were lost in the vessel recovery operation.



Michael Bozier FNI

At its December meeting, Council resolved to elect Michael Bozier as a Fellow of the Institute.

Council further agreed that wherever possible the Certificate of Fellowship should be presented to a new Fellow by the Branch Chairman, which tallied with our view that new Fellows should be presented with their certificates by other Fellows of the branch. You may remember that Steve Hunt and Ken Edwards presented Barclay Ross with his certificate in 2003.



Barclay Ross and Ken Ross presented Mike with his Certificate of Fellowship at our May meeting.

Barry Keeble Retires

Captain Barry Keeble piloted **Kowulka** into Sydney for his last pilotage before retirement on 26th March.



During the passage, masters of the Manly ferries, and the Commanding Officer of HMAS PARRAMATTA called on VHF to pass their best wishes.

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It was the largest single incident for SERS and proved to be a test case for the computer software used in generating advice for the vessel's owners.

The resulting official enquiry changed the way in which salvage operations are carried out and in the introduction of the UK Secretary of State's Representative (SOSREP). The UK Marine Accident Investigation Board also recommended to IMO that the use of an emergency response service be compulsory for all oil tankers.

On 01 January 2007 a new regulation 37(4) of the revised MARPOL Annex 1 came into effect, specifying that "All oil tankers of 5000 tonnes deadweight or more shall have prompt access to computerised, shore based stability and residual structural strength calculation programs".

The support offered by SERS during any incident can include the following factors. Examples from incidents are included.

Longitudinal Strength.

A chemical tanker loaded with methanol had a minor collision with a quay, causing a spark. The resulting explosion lifted most of the deck plating and the shell plating on one side so that it folded over to hang below the waterline. The original strength parameters of the ship no longer applied as there was no modulus. SERS gave advice on adjusting the loading of the tanker so as to minimise the bending moments in the damaged area. The harbour authority wanted the vessel removed. The damaged condition calculations were presented together with a statement that the vessel would not break in two. Permission was given for the tanker to off load under controlled conditions and then proceed to a repair yard to be re-built.

Stability.

A self discharging bulk carrier, built to transport zinc concentrates offshore for transfer to an ocean going vessel, was caught in a cyclone. Water leaked into the cargo, turning part of it to slurry. An after tank also filled, causing excessive stern trim and engine room flooding. When all power was lost the crew abandoned the vessel. A worst case scenario sent by SERS to the owners gave recovery possibilities. Salvors were appointed and a check showed that only one third of the cargo had liquefied. With the additional information received from the salvors a discharge plan was worked out, the vessel was repaired and returned to service.

Flotation.

The "Sea Empress" had 12 cargo and 6 dedicated ballast tanks. As a result of five separate groundings during the incident and subsequent salvage attempts, 9 cargo and ballast tanks plus the pump room were holed. SERS were engaged by the vessel's owners and provided advice on the vessel's condition until the residual cargo was discharged.

Oil Outflow.

A 170m length tanker navigating through a lift bridge hit a fender on the port side, causing a hole in the hull that was 10m long and 4m high. The forepeak, forward FO deep tank, forward void tanks and No.1 P cargo tank were breached with about 600 tonnes each of cargo oil and fuel oil causing widespread pollution in the tidal harbour and over 50-60 miles of an adjoining river.



SERS was called by the owners, received casualty information and applied it to their ship model. As the ship was in a harbour longitudinal bending moments, shear force and stability were not a problem so the main consideration was to reduce oil outflow. The forward draught was increased so as to raise the water/oil interface above the uppermost point of hull damage. A 20 step discharge programme was developed followed by a trimmed/heel condition to bring the damaged area above water level for inspection. It was noticed that the ship's loading computer produced results markedly different from those predicted by SERS. Repairs to the bridge cost about \$300,000 to the ship about \$660,000 and off-hire was about \$600,000. The pollution cleaning costs were \$43 million.

Grounding.

A container ship left Antwerp and ran aground in the River Scheldt at local high water of a 5m. tide. At low water the ship's hull had a 4m. deflection. The ship was refloated at the next high water with a 2m. hull deflection. SERS were advising the owners but their technical information was based on a straight ship. Fast work was needed to derive the buoyancy, bending moments and shear forces for the 'bent' ship. The hull bottom shell had buckled and was hinged about two torsion bars. SERS created two methods of assessing the required information, as a check on their results. They then worked out a discharging programme for the containers, keeping bending moments close to zero. A ballast condition was compiled for a voyage to Antwerp to dry dock and for the placement of the keel blocks. The damaged section was cut out of the hull, the two sections re-joined and the "short" ship traded for several months until a replacement hull section had been manufactured in China.

During an incident the master of a vessel is inundated with communications so SERS does not attempt to deal with her/him directly, either by attendance on board or by radio or email. Instead, all information is passed through the client's office. SERS is a consultancy arm of Lloyds and is separate to Class, although they have discussions with the agreement of the client.

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SERS do not give operational instructions, only advice and information for the decision making process. They are willing to work with regulatory authorities such as US Coast Guard and SOSREP.

When a ship is entered with SERS the managers or owners are asked for enough information to prepare an accurate computer model of a loaded condition. Owners are also asked to make arrangements for the ship to forward a condition report at the start of each loaded voyage, as one way of saving time if an incident occurs. The owners and the master are given an emergency telephone number that is answered at any time. SERS operates a dedicated, self contained response centre in London that is manned within one hour of an emergency call being received. A back-up response centre is located outside London.

There are two teams, each of three persons so that in the event of a collision between two entered ships both can be serviced (as has happened). The lead team member liaises with the client and oversees the work. The second member provides general technical support and the third member operates the technical software. The principal computer software programme has been developed by the Finnish company NAPA. This covers stability and structural strength for all types of vessels. For ships' staff the residual strength is usually presented as a percentage of the maximum stress limit. If salvors have taken over control of a casualty they may use SERS services, through the owner or manager, as it saves them generating their own ad hoc model which would not be as accurate.

SERS have a Standard Ship Emergency Exercise (SSEE) which is applicable to all ship types and aims to test communications, familiarise ship and office staff with SERS procedures, demonstrate SERS capabilities and formats, provide feedback on client and SERS performances and assist with satisfying legislation.

OPA90 has made a SERS type service virtually compulsory for all tankers, as the costs for a fleet owner to set up and maintain their own response service, to a level acceptable to the USCG, would be too expensive. As of August 2005 it was not clear whether the requirement would be extended to all ships passing through US waters.

The new regulation 37(4) in Marpol Annex1 is deceptively simple. Marpol requires verification of compliance, encompassing evidence of an emergency response contract on board a ship, a contact telephone number that is continuously accessible and evidence of exercise of the service. The ISM Code would also have similar requirements. The consequences of non-compliance have not yet been decided.

Future legislation, extending the scope of emergency response services appears likely. Legislation to date

Africa Mercy Sails

The world's largest non-governmental hospital ship sailed from Blyth (UK) on 4th May.



The 16,000-gt **Africa Mercy** (built 1980), a former Danish rail ferry, has been turned into a medical vessel at a cost of more than £30m (\$80m) and will provide free healthcare and community development services to the poorest people of Africa.

Africa Mercy is the fourth ship to be operated by the US-based international charity, Mercy Ships, which has provided more than £350m worth of services since its inception in 1978. Acquired in 1999 through a donation from the Scotland's Balcraig Foundation, the former Dronning Ingrid ferry was renamed Africa Mercy by Dame Norma Major, wife of former UK prime minister John Major, in April 2000.

Conversion was completed at the A&P shipyard in Newcastle. More than 400 volunteer crew will serve on board in Africa, providing free medical care, relief aid and community development programmes to the people of war-torn Liberia.

All crew will be volunteer professionals from around the world who pay monthly room and board costs while volunteering.

Alan and Hazel Budd gave a presentation of the work of Mercy Ships and the conversion of **Africa Mercy** to our May 2005 meeting

Chris de Jong

has been reactive, driven by accidents. There are powerful arguments in favour of the services, if only to minimise oil pollution damage. No owner or manager who wishes to appear to be a good corporate citizen can afford to ignore the minimal costs, currently an initial fee of Stg£2,500 and an annual subscription of Stg£650-700. Of course call out fees are extra but can be recovered from insurers.

Mike Bozier

Photos from Lloyds Register and BBC we sites

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The fog signals in the port were sounded and the Sydney Ports response tug provided a water display in salute

Captain John Edwards

It is my very sad duty to report that Captain John Edwards passed away on Sunday

Born in South Wales in 1932, John went to sea with the British India Steam Navigation Company.

He migrated to Australia in the early sixties and joined Australian National Line as second mate. After sailing as chief officer, John worked ashore as a terminal supervisor and later as ANL superintendent in Japan. On returning to Australia John was appointed master.

John joined the Port Phillip Pilot Service in 1975. He retired in 1997.

John joined the Institute in 1983, and was a member of the branch committee from 1999 until last year. The Branch has made a donation to the Missions to Seafarers in Melbourne in John's memory.

He is survived by his wife Penny and son Matthew.

Richard Toone

People

Best wishes to Andre Bezkorovainy, and Pat Blamey who are in the "sick bay".

Welcome to Mr S.G. Walton who joined the Branch recently.

Jillian Carson-Jackson, who joined AMSA last year, took advantage of a meeting with Robin Heath to visit Harbour Control. Richard was on hand to get this "NI moment".



Dates for your calendar

2nd Wednesday of the month
1830 hrs

4th Wednesday of the month
1830 hrs

Last Wednesday of the month
1230 hrs

Saturday 14th July
1900hrs

Wednesday 8th August
1830 hrs

Monday 3rd September
1100hrs

Sunday 16th September
1030 hrs

Please note that the NSW Sports Club not only wishes to have earlier advance notice of numbers attending meetings but will also charge for any "no shows". They are very strict about this and the branch has paid for a number of members who did not turn up on the night. If you would like to attend a meeting please advise Richard Lorraine by the 1200 on the Friday before the meeting. Should you find that that you cannot attend please advise Richard by 0930 on the Monday before the meeting and the "no show" charge should be avoided.

Sydney Branch of the Company of Master Mariners Of Australia

Standing invitation to members

NSW Sports Club, Hunter Street, Sydney

Contact Richard Lorraine (02 47301999 / 0403 166512)

Melbourne Branch of the Company of Master Mariners of Australia

Standing invitation to members

RACV City Club, 501 Bourke Street, Melbourne

Contact John Turnbull (melbsec@mastermariners.org.au) or phone 03 5281 5068)

South Australia Branch of the Company Of Master Mariners of Australia

Standing invitation to members

Port Dock Hotel, Port Adelaide

Contact: Howard Pronk (08 84475924 / 0417 714 649)

NI Maritime Dinner (\$68 pp)

The Piers Restaurant, Townsville

RSVP 29th June 2007 to The Navigation Centre 147 Boundary St. Townsville 4810
email thenavcentre@bigpond.com .

Sydney Meeting with CMMA

"Current maritime qualification topics and the associated consultative processes"

Iain Kerr, Principal Adviser, Australian Maritime Safety Authority

Iain works mainly in the qualifications area in Canberra and is the AMSA representative to a number of maritime training committees.

If anyone wishes any particular topic to be included they are invited to raise them with Iain in advance (Iain.Kerr@amsa.gov.au)

NSW Sports Club, Hunter Street, Sydney

Contact Richard Lorraine (02 47301999 / 0403 166512)

Merchant Navy Day

Mission to Seafarers, Sussex Street Sydney

Annual Shipping Service

St. Andrews Cathedral, Sydney

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