



Photos Courtesy of Iain Kerr (via the Orion)

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NI and CMMA members were treated to an entertaining and educational presentation on the role of the Ice Pilot by Ian Kerr at our May meeting. Ian sailed on Orion on three Antarctic voyages in 2009. His presentation in full is provided.

Ice Pilot – the best job left at sea

(Some personal thoughts by one ice pilot on one particularly good ship)

By definition, ice piloting takes the seafarer away from the lee shores which clamour for imported energy, and for cheap consumer goods from third world manufacturers, and then to export Australia's own resources – yet whose same landsmen presume the sea-captains serving them to be criminals. In stark contrast, the higher latitudes take the seaman to a refreshingly clean world of storm and fog, of pack and berg, of albatross and penguin, and of whale and seal.

The seaman is taken back to the romance and adventure of a seafaring that, electronics and life rafts apart, is unchanged from the voyaging of the Heroic Era of polar exploration. It is no co-incidence that square-rigged sailors, and those that cross the Southern Ocean to Antarctica, are the same people.

And pilot is the best job on board. The ice pilot is a deep-sea pilot, with full qualifications and experience as master. They are paid as a master, have one of the best passenger cabins with their partner welcomed on board, and enjoy both the professional and social life of a 5-star passenger cruise ship from an early breakfast of freshly baked Danish and croissants, to evening dinner and dancing.

On arrival back in low latitude, all the rest of the crew go straight from overnight passage and pilotage, into an intense day of paperwork, bunkering, watering, storing, garbage disposal, repair and maintenance, painting ship, surveys, farewelling passengers and unloading luggage, cleaning ship, entertaining potential customers, welcoming the next passengers, loading luggage, airport standard security on passengers and luggage, safety drills, crew changes, and being boarded by increasingly-pistol-packing uniformed officials – before going straight back into an evening departure, pilotage and the next overnight passage. The ice pilot, by comparison, has a free day ashore in Hobart or Bluff.

So how does one become an ice pilot?

Excluding some Northern hemisphere ice pilots who are really just local pilots working in their own winter ice, ice pilots are generally deep sea pilots who are carried by choice. There is MSC Circular 1056 – Guidelines for ships operating in Arctic ice-covered waters – which is under revision for extension to all polar ice covered waters – and Australia, as an original Antarctic Treaty signatory, is actively involved in its revision – which says “should carry at least one Ice Navigator”. And there is a supporting project, chaired by Norway and in which Australia is also involved, for the training requirements of ice navigators. It is anticipated that these requirements will be the standard STCW package of relevant experience and approved training.

Amongst the sources would be the two excellent NI texts on Handling Ships in Ice and Ice Seamanship. They would, however, require extending to the Antarctic where the local pilot does not arrive alongside over the ice by taxi; ice breaker co-operation is not a major factor; and the problems of meeting and passing other ships in ice are rare.

However the present requirements for ice navigators are simply of experience – which I personally have kept ahead of as they have progressively increased - plus considerable background study from extra master onwards.

Incidentally, dictionaries use the expressions ice pilot, ice navigator, ice master, and ice captain as synonymous. There is even ice adviser. Look up one term and it is defined by the others. To mariners, however, the subtleties are intuitive.

My own contract was as ice master, and I signed on articles as ice master. However my interview had been as ice pilot and when I was asked to choose what went on my uniform name tag I chose ice pilot, as I felt it best declared my role on board.

Ships in polar waters are generally operated by a management team, under the master, which includes the ice pilot and the expedition leader, plus other senior officers and staff. From pre-BRM days, an example well recorded from their respective sides in their memoirs, was from Captain John King Davis, extra master and CEO for the first 29 years of the original AMSA, and Mawson who claimed the 42% of Antarctica that is still under Australian stewardship. The only exception I know of was Captain Scott RN who was both master and expedition leader.

Ships have been operated with the masters of both swings on board - one as ice pilot. However an independent ice pilot has the advantage of complementing, rather than duplicating, the master.

Nevertheless, the ice pilot differs from local pilots, and even from most deep sea pilots, by being chosen and interviewed by the owner, and by then being on board for the several weeks of the summer season in the ice. The ice pilot is signed on articles and integrated into the crew above the statutory manning scale. The ice pilot therefore works directly for, and has responsibility to, the owner and the master – and makes no reports outside of that employment.

So what exactly does the ice pilot do? I was asked my thoughts on this at the interview, and subsequently over many dinners on board.

Firstly, like all pilots, the ice pilot has local knowledge and experience. They know the coastline and its approaches and hazards; the local climate and weather; the tides and currents; and the few navigation marks that exist. They know the Antarctic Treaty and other regulations; communication facilities; and navigation options - including a familiarity with the radar outline of the coast.

...continued page 3

Secondly the pilot obviously has ice knowledge and experience. This includes the dangers and management of ice accretion, pack ice, and ice bergs. A lot of monitoring, forecasting and planning is required for which there is a very welcome increase in almost real-time satellite imagery on the internet – some things have changed, even in the few years of this century.

Sea ice conditions in Antarctica are more akin to the multi-year ice of the Arctic, than the more uniform conditions of the Baltic for which the NI publications were written, and are more demanding.

A particular problem is working through ice with a beam wind - where the reduction of speed, to avoid contact damage, increases leeway and therefore brings that very contact from ahead to the shoulder, and compounds this by needing a much wider track through the ice. Non-scheduled operations in the ice have the advantage that the ship has more option to stem the ice flow and wait for conditions to improve.

High latitude operations – from the high 60s in Australian Antarctica to the high 70's in the Ross Sea, also require an awareness of problems from the crew working in cold conditions, to that of living in 24 hour daylight. A particular problem on leaving the Antarctic and experiencing the first short nights again, whilst looking for the aurora Australis in the heavens, is looking for the residual growlers and bergy bits which are dangerously hard to see in breaking seas.

In all these aspects, a master with Antarctic experience, and the ice pilot, could each fulfill the other's role and, in prolonged ice conditions would work watch and watch with support from the other officers.

In working through the usual heavy broken pack, an ice-strengthened, as distinct from an ice-breaking, ship does not actually force through but lands gently upon each large floe and works (almost waltzes) carefully around it. Doing this every few minutes gives the ship's officers as much berthing experience in a single transit of the ice barrier, as most other pilots and masters would gain in a year.

This leads into the third area of the ice pilot job which is simply of being an additional resource on board which strengthens the bridge team in the demanding conditions. Being on board for an extended period, the ice pilot can become as familiar with all the ship's manuals and procedures, and with the bridge equipment, as any other officer.

The ice pilot offers an additional command qualified officer with possibly wider knowledge and experience who can be used to support the master. They probably have advanced navigation techniques to contribute to the bridge team. They can be used on deck operations during high workload and are available to keep a watch if necessary. They work for the ship, yet can bring fresh eyes to its operation and contribute directly to internal processes. Even in port, the pilot can help with the workload and then do the master's shopping for him.

Passenger vessels have lecture programmes on sea days, and the ice pilot joins in with talks about navigation, meteorology, oceanography, astronomy and other nautical matters. Sextant instruction is always popular with passengers, and a favoured photo shoot.

But overall, the ice pilot has an overview of the whole operation and of the potential risks and, most importantly of all, the options to manage the risks and any incidents. They think of damage control, SAR facilities, and all the wonderful seamanship beloved of foreign-going orals. They think ahead of the ship, and know the options.

The ice pilot is certainly not an ordinary pilot. Nor are they the naval navigator pilot. In many ways the ice pilot role reverts back centuries to the medieval captain/master/pilot system where the captain was in overall charge of the adventure, the master knew how to handle the ship, and the pilot had the education and experience to know how to get there and to get back.

Regardless, and in my experience, the ice pilot is the best position left at sea nowadays and, like all the expeditioners we take South, we have the responsibility, and the pleasure, of being Ambassadors for Antarctica and of sharing our experience with others.

In summary, four quotes:

Captain Cook (1773) *"should anyone possess the resolution and fortitude to... (push) yet further south than I have done, I shall not envy him the fame of his discovery, but I make bold to declare that the world will derive no benefit from it"*

William Scoresby (1820) *"the navigation of the Polar Seas, which is peculiar, requires in a particular manner, an extensive knowledge of the nature, properties and usual motions of the ice, and it can only be performed to the best advantage by those who have long experience with working a ship in icy conditions"*

Head of the British Antarctic Survey, at a university lecture, said that *"getting someone to Antarctica was, in terms of effort and expense, second only to putting someone into Space"*.

AAD tee-shirt (2002) *"Antarctica - the Last Frontier"*

Iain Kerr



Iain and friends in the Antarctic

NI SE AUS 11th AGM May 13 2009

A lucky number 13 – 13 members were present on May 13th for the AGM. In addition, a large number of regrets were recorded. It may be possible to provide teleconferencing facilities for the next AGM, so please let the Secretary know if you are unable to 'on hand' but would like to participate via technology!

Barclay Ross opened the meeting, and noted some highlights from the year, including the transition for the role of Secretary.

Recognition for branch members over the past year included: the election to Fellowship of Richard Lorraine; the award of the Squarerig Certificate to Ken Edward and continuing participation in NI HQ committees and Council, including Jillian's recent addition to Council, by David Bendall, Justin Jones and Barry Keeble.

Barclay also noted that the past year's programme was well up to the usual high standards and we must again congratulate our team on their hard work to provide the best quality of Speakers and subject matter available.

The many social events saw the branch membership well served by our continuing association with Master Mariners and we must nurture this happy arrangement by turning out in adequate numbers at least for our quarterly meetings and also the annual party at Christmas. A highlight of the social scene was, undoubtedly, the RAN/ Maritime Industry Dinner held, in October, in the Navigators Mess at HMAS Watson.

Barclay also noted that the branch is much indebted to the generosity of Carnival for their financial support, to Maritrade for hosting our web-site and to Sydney Ports for accommodating our AGMs in past years.

Barclay also announced that this would be his last AGM as Chairman, as he stepped down. The members present formally thanked Barclay for his efforts in re-establishing the branch in the late 1990's and his ongoing devotion to the work of the NI.



Jillian presents a token of our appreciation to Barclay

People and Contacts

The AGM then accepted the reports from the Treasurer, Secretary and Chairman.

It was noted that Iain Kerr wished to step down as Vice-Chairman, but all other officers agreed to stand for another year.

Mike Drake accepted nomination for Chairman, and David Bendall for Vice-Chairman. As there were no further nominations, they were duly elected. In addition, noting the departure of Steve Hunt, a position has opened on the Committee, which Ashley Papp agreed to step into.

A copy of the full AGM report was provided via e-mail to all members. If members wish a hard copy of the report, please contact the Secretary at sec@nisea.org



The NI SE Australia Branch AGM participants

The NI SE Australia Branch Committee for 2009-2010:

Chairman – Mike Drake

mike.drake@carnivalaustralia.com

Vice-Chairman – David Bendall

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Treasurer – John Harding

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Secretary – Jillian Carson-Jackson

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Comings and Goings...

There have been some milestones reached in the branch... and I'm sure I'm not aware of them all! Please make sure you provide updates on comings and goings to the sec@nisea.org To make sure you don't miss the next newsletter, please provide updates by Aug. 15, 2009.

A well deserved congratulation goes out to Richard Lorraine, past Secretary of the branch, for being awarded fellowship in the Nautical Institute. This is not only in appreciation of all the effort that you have put into the Institute over the years, but also your strong professional commitment.



Barclay Ross and Mike Bozier presenting Richard with his fellowship.

Sponsorship...

The NI SE Aus Branch is pleased to receive sponsorship from our members – from financial sponsorship and provision of teleconferencing facilities (Carnival) to maintaining the website (Maritrade). If your organisation would be interested in sponsoring NI SE Aus branch, please contact the secretary at sec@nisea.org

MariTrade

www.maritrade.com.au



www.carnivalaustralia.com

For Sale...

Beautiful Pilsner Glasses engraved with the NI logo



Cost of \$25.00 per pair. Please send an e-mail to the branch secretary (sec@niseaus.org) if you'd be interested. As they are quite fragile, we will try to arrange for pick up at an NI event. If we need to ship, there could be an additional fee to ensure safe arrival!

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Nautical Trivia...

Which ship – the Nina, the Pinta or the Santa Maria sank after hitting a coral reef?
(answer on page 8...)

* * * * *

Man's Laughter in a Mole Station?...

In a profession where communication can so often be at the root of many serious incidents, it is good to step back once in a while and see the lighter side of mis-communications... for a website devoted to mistranslations into English, visit www.english.com

Is the above a Goon Show title or that of a John Cleese skit? No, it's just another mixed-metaphor of misunderstood English.

You can understand my wife's astonishment when, on her initial visit to England, she read in the local press that people could draw a lengthy prison sentence for the crime of manslaughter.

'Mole station' results from a Radio Singapore news reader's pronunciation when announcing that Admiral King U.S.N. had been acquitted of the 'mole station' charges brought against him in consequence of a group of navy fliers molesting some female navy personnel at a navy shindig in Miami.

The adage that if you wish to 'mean what you say, you should say what you mean' is not so easy it would seem.

The port authority of Kagoshima, Japan, can be excused for their quaint use of English in identifying the ferry terminal for ships at anchor as 'The plying boat waiting place'. But in British Supermarkets and Malls these days there is always one of the lifts apparently permanently out of order being 'Disabled' and they also appear to cater for the needs of mothers with querulous toddlers, who in-extremis, can be swapped in the 'Baby Changing Room'..

We have all heard the 'howlers' made by those who speak English as a second language, but few can have caused as much embarrassment as that made by the French groom of the daughter of a friend of mine, who upon leaving their wedding celebrations early, having planned to drive the following day from the north of England to Paris, thanked the guests and asked to be excused, closing with the phrase, "... so as you English say, 'early to bed and up with the Cock' ". Idioms can rarely have been so hilariously mixed.

These days arguments with my partner are usually brought about by linguistic misunderstandings; when I try to explain to her that what she meant was not what she said I usually get informed that, "English was not my fathers language", to which I respond, with satisfaction, "I doubt if your Mother knew what language your Father spoke,"



Roger Womersley, FNI, lives and works as a surveyor in Asia. He attended the NI square rig course on board the Svanen in 2004.

e-Navigation – A New Paradigm

The following is an edited version of a presentation to a combined meeting of the Nautical Institute South East Australia Branch and the Company of Master Mariners Sydney Branch on 11 February 2009, by Capt. M. Alimchandani and Cmdr. N. Lemon RAN (Retd.) by Mike Bozier

What is e-Navigation?

The following definition was given by the Secretary General of IMO in the keynote address to an IALA e-navigation seminar in July 2007:

"E-navigation is the harmonized creation, collection, integration, exchange and presentation of maritime information on board and ashore by electronic means to enhance berth-to-berth navigation and related services, for safety and security at sea and protection of the marine environment."

In simpler terms it is the collection, integration and display of maritime information onboard and ashore by electronic means, to enhance berth-to berth navigation and related services, safety and security at sea and protection of the marine environment (IALA) or the transmission, manipulation and display of navigational information in electronic formats. And the 'e' is not defined or an abbreviation, (shades of i-Pod)

Why is e-Navigation needed?

It is perceived that there is a need to equip the master of a vessel and those ashore responsible for the safety of shipping with modern, proven tools to make maritime navigation and communications more reliable and user friendly, thereby reducing errors, particularly in relation to collisions and groundings. Research has shown that 60% of collisions and groundings are the direct result of human error. However, if current technological advances continue without proper coordination there is a risk that the future development of marine navigation systems will be hampered through a lack of standardisation onboard and ashore, incompatibility between vessels and an increased and unnecessary level of complexity. The cockpits of modern commercial aircraft are a salutary lesson in standard layouts of instruments and controls, and in the management and cross-checking of operational systems. A human check on decision-making processes can improve reliability by a factor of ten.

Who developed e-Navigation?

IMO started to advance the concept in 2006 with the aim by 2008 of using existing and embryonic navigational tools in a comprehensive, systematic manner and developing an accurate, overall system with the potential to provide global coverage for ships of all sizes. IALA carried out a lot of preliminary work from 2006 onwards and IMO set up a Correspondence Group for interested parties in July 2006. IMO also invited the International Hydrographic Organisation (IHO) to participate.

In September 2006 IALA's e-Navigation Committee had decided on three fundamental elements:

- Electronic navigation chart (ENC) coverage of all navigational areas.
- Robust electronic position-fixing systems with adequate redundancy.

- Agreed ship to shore communication links.

For the first element, IHO passed a resolution that by 2010 there would be enough ENC to cover 800 ports, world-wide, and their connecting routes. For the second element, the modernisation of GPS continues. It is now accurate to 13 – 37 metres, with a 95% probability and a second civil frequency will be in place by 2014. It is true that the US could turn off GPS at any time, however Russia plans to have GLONASS operating with a full system this year and the European Galileo system is scheduled to be operating by 2013, with procurement underway at present. All of the systems operate on a common frequency with slight shifts.

What is required to put e-Navigation in place?

Existing navigation equipment will be used as part of the system build. Automatic Identification currently uses VHF based data exchange, with the automatic transfer of information. Binary message capability will be a key element in upgrading AIS. Radar can now display AIS information and global navigation satellite systems (GNSS) will improve.

The US and NW European countries are also committed to the development of the terrestrial based e-Loran, an updated version of LORAN and LORAN-C. Inertial navigation systems (INS) have been used for a considerable period by naval vessels and could be useful as a back-up to a GNSS failure, but only for a limited period not as a primary back-up.

The main requirement is the expansion and improvement of ECDIS. It is intended that paper charts will be replaced, with real time positions displayed on a digital chart. Other information sources can be integrated (e.g. radar and AIS). This will need not only hardware development but also enhanced education and training of bridge watch-keepers. The MAIB report on the grounding of the cross-channel ferry "Pride of Canterbury" illustrates what can go wrong.

IMO has mandated that the position-fixing element must meet user needs, taking into consideration the wide range of vessel types and sizes and the mobility of watch-keeping officers. NI has taken this up with its S-Mode – a standard, simplified mode of presentation of function and control for navigation equipment. This would involve the ability to revert, by a single operator action, to a standardised navigation display, with standardised functionality and interface. S-Mode would be an addition to manufacturer fitted modes. Manufacturers of navigation equipment do not support the S-Mode concept as they want to compete by differentiating their products.

What is the future for e-Navigation?

Nothing involving the IMO moves quickly and e- Navigation is no exception. A broad strategic plan has been developed and the major steps identified. The various tactics needed to achieve this plan are now being developed. Some appear nebulous to the average seafarer – gap, cost benefit and risk analyses, user needs assessment and the overall system architecture. The IMO's Maritime Safety Committee has a programme that has set 2012 as the date for an implementation plan that includes a phased implementation schedule. This is an implementation plan, actual implementation will take place over the following ten years – all being well.

Innovation...

Note – the following is taken from an article provided by Phil Helmore, RINA, as originally included in The Australian Naval Architect, May 2009.

Nigel Gee, marine consultant and past President of RINA, gave a presentation on Experiences of the First Innovator-in-residence at Curtin University of Technology to a joint meeting with the IMarEST attended by twenty-two on 24 February in the Harricks Auditorium at Engineers Australia, Chatswood. Nigel is well-known to many members, having attended several Pacific conferences in Sydney, and being a past President of RINA. He ran his own consultancy, Nigel Gee and Associates, for many years and designed a number of innovative vessels, including the fastest naval vessel for the US Navy, and was the father of the pentamaran concept. NGA was taken over by BMT to become BMT–NigelGee and he, himself, retired. He has been the Royal Designer to Industry in the UK, and spent last year as the Innovator-in-Residence at Curtin University of Technology in WA.

Definition of Innovation

Nigel investigated what actually constitutes innovation. One of his favourite sayings that he came across is that **“Inventors turn money into ideas; innovators turn ideas into money”**. However, that isn't very helpful as a definition.

Having considered the issue, innovation is about problem solving. It uses known science. It uses existing technologies. It produces something of value. It either creates or addresses a need. Nigel's own definition then, is that “Innovation is creating or addressing needs by solving problems using known science and existing technology to create a product or a service of value.”

Innovative Marine Vessels

Nigel then gave examples of a number of innovative marine vessels.

- Hovercraft were definitely an innovation, and NGA designed a successful version (which Nigel showed). They fulfilled a need (for people to go fast on water), used existing science, produced something of value, and many hundreds have been built.
- Hydrofoils also fulfilled the need for people to go fast on water. They reduced skin friction using available technology, and maybe 500 have been built.
- Surface-effect Ships (or side-wall hovercraft) were a hybrid of catamaran and hovercraft, due to Tattersall as the innovator.

These vessels all solved problems, but were complex.

Risks

There are risks in innovation, and these can be high. Projects can fail to realise their full potential for a variety of reasons, not all of them being to do with technical

excellence. Nigel then gave examples of a number of such vessels.

- WIG (wing-in-ground-effect) passenger vessels. There have been many prototypes, but there appear to be safety and legislative issues, coupled with low demand.
- Amphibious cars. The advertising dream just did not happen.
- The solar-powered torch. Sounds like a great idea, to charge the battery while the sun is up and then use it when the sun goes down. However, when the battery runs down while the sun is down, there is no way out, and demand is low.

One of the ways of reducing the risk is by collaboration. A PhD study of innovation by Helen Cripps in WA has found that, in general, Australians *don't* collaborate. This is for a variety of perceived reasons, including:

- We would lose control of the intellectual property (IP). This is an enormous minefield.
- Funds would be diluted by administration costs.
- Too many people would become involved (and, a possible outcome) our competition would find out what we are doing.
- Who can we trust?

On the other hand, there are definite positives:

- You are no longer working alone.
- There can be checks on the basic science.
- The availability of technology.
- The availability of low-risk finance.

The checks on basic science and availability of technology can be provided by academia. For Nigel, the positives outweigh the negatives.

The presentation then went on to look at drivers for change, and the differences for these drivers in industry and academia. The concerns of defined outcomes, fixed costs / time limits and intellectual property rights are drivers in industry, while academia likes the freedom to pursue research wherever it may lead.

The role of change was explored, noting the fact that change must be affordable, transformable and sustainable. In the maritime environment, Nigel pointed out that population growth means that more sea transport will be required since there are greater difficulties associated with an increase in transport taking place on land. Climate change will drive more efficient ships and fossil fuel shortages will mean that sustainable alternative will be in demand, including wind-assisted cargo vessels.

ACCIDENT REPORT

The origin of this report is a little obscure but it is said to go back through the Proceedings of the Marne Safety Council through Bob Wallace of Federal Commerce and Navigation of St. Johns, New Brunswick to Professor Louis S. Hathaway of the Maine Marine Academy and his colleagues and it appeared in Tug World Newsletter in October 1983.

-oOo-

Dear Sirs,

It is with regret and haste that I write this letter to you, regret that such a small misunderstanding could lead to the following circumstances, and haste in order that you will get this Report before you form your own preconceived opinions from reports in the world press, for I am sure they will tend to over dramatise the affair.

We had just picked up the Pilot and the Apprentice had returned from changing the 'G' flag for the 'H' and, it being his first trip, was having difficulty in rolling the 'G' flag up. I therefore proceeded to show him how. Coming to the last part told him to "let go". The lad.. although willing, is not too bright, necessitating my having to repeat the order in a sharper tone,

At this moment the Chief Officer appeared from the Chartroom, having been plotting the vessel's progress and, thinking that it was the anchors that were being referred to, repeated the 'let go' to the Third Officer on the forecastle.. The port anchor, having been cleared away but not walked out, was promptly let go. The effect of dropping the anchor from the 'pipe' while the vessel was proceeding at full harbour speed proved too much for the windlass brake and the entire length of chain was pulled out 'by the roots' and I fear that the damage to the chain locker may be extensive. The braking factor of the port anchor naturally caused the ship to shear in that direction right towards the swing bridge that spans a tributary to the river up which we were proceeding.

The swing bridge operator showed great presence of mind by opening the bridge for my vessel. Unfortunately he did not think to stop the vehicular traffic, the result being that the bridge partly opened and deposited a Volkswagen, two cyclists and a cattle truck on the foredeck. My ship's company is at present rounding up the contents of the latter, which from the noise I would say were pigs.

In his efforts to stop the progress of the vessel, the Third Officer now dropped the starboard anchor, too late to be of practical use, for it fell on the swing bridge operators control cabin.

After the port anchor was let go and the vessel started to sheer. I gave a double ring Full Astern to the Engine Room and phoned them to order maximum astern revolutions. I was informed that the sea water temperature was 53° and asked if there was a film tonight; my reply would not add constructively to this report.

Up to now I have confined my report to the activities at the forward end of the vessel. Down aft they were having their own problems. At the moment the port anchor was let go, the Second Officer was supervising the making fast of the after tug and was lowering the ship's towing spring down onto the tug. The sudden braking affect of the port anchor caused the tug to 'run in' under the stern of my vessel, just at the moment when the propeller was answering my double ring Full Astern. The prompt action of the Second Officer in securing the inboard end of the towing spring delayed the sinking of the tug by some minutes, thereby allowing the safe abandonment of that vessel.

It is strange, but at the very same moment of letting goes the port anchor there was a power cut ashore. The fact that we were passing over a 'cable area' at that time might suggest that we may have touched something on the river bed. It is perhaps lucky that the high-tension cables brought down by the foremast were not live, possibly being replaced by the underwater cable, but owing to the blackout it is impossible to say where the pylon fell.

It never fails to amaze me, the actions and behavior of foreigners during moments of minor crisis. The pilot for instance is at this moment huddled in the corner of my day room alternately crooning to himself and crying after having consumed more than his due in a time that is worthy of inclusion in the Guinness Book of records. The tug captain, on the other hand, reacted violently and had to be forcibly restrained by the Steward, who has him handcuffed in the ship's hospital, where he is telling me to do impossible things with my ship and crew.

I enclose the names and addresses of the drivers and insurance companies of the vehicles on my foredeck, which the Third Officer collected after his somewhat hurried evacuation of the forecastle. These particulars will enable you to claim for the damage that they did to the railings at No.1 Hold.

I am closing this preliminary report for I am finding it difficult with the sound of police sirens and their flashing lights.

It is sad to think that had the Apprentice realized that there is no need to fly pilot flags after dark, none of this would have happened.

For the weekly Accountability Report I will assign this the following Casualty Number: T/750101 to T750199 inclusive.

Yours faithfully

-oOo-



Some General Dates for your calendars...

- 2nd Wednesday of the month**
1830 hrs
Sydney Branch of the Company of Master Mariners Of Australia
Standing invitation to members
NSW Sports Club, Hunter Street, Sydney
Contact Barclay Ross (02 9975 5578) or Jillian Carson-Jackson (sec@nisea.org)
- 2nd Wednesday of Feb, May, Aug and Nov – 1830 hrs**
Joint NI / CoMMA meeting
NSW Sports Club, Hunter Street, Sydney
Contact Barclay Ross (02 9975 5578) or Jillian Carson-Jackson (sec@nisea.org)
- 4th Wednesday of the month**
1830 hrs
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)
- Last Wednesday of the month**
1230 hrs
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 714649)

Some Specific dates...

- Wednesday 3 June 2009**
1800 for 1830
IMAREST combined technical meeting with RINA
Engineers Australia's Harricks Auditorium, Ground Floor,
8 Thomas Street, Chatswood.
- Wednesday 10 June 2009-05-23 1800 for 1830**
CMMA Branch meeting – Chris Ward, In Shackleton's Way
NSW Sports Club, Hunter Street, Sydney
- Wednesday 12 August**
1800 for 1830
Sydney Meeting with CMMA – Topic to be advised
NSW Sports Club, Hunter Street, Sydney
Contact Barclay Ross (02 9975 5578) or Jillian Carson-Jackson (sec@nisea.org)
- Wednesday 25 February**
1130 hrs
Merchant Navy RSL Sub-Branch meeting, Roseville RSL Club, Sydney.
(contact – Kenneth Ryder)
- Friday 27 February,**
1030 hrs
Java Sea Remembrance Service, Martin Place, Sydney (contact – Kenneth Ryder)

Note – if you have an event or date for calendar, please provide prior to the deadline for input to the next newsletter. Remember, this is your newsletter!

Please be aware that the NSW Sports Club not only wishes to have advance notice of numbers attending meetings but will also charge for any "no shows" – cost for the excellent, fully served three course meal is \$35.00. The Sports Club is quite strict about this and so, please, if you would like to attend a meeting advise Barclay Ross (barclay.r@optusnet.com.au) or Jillian Carson-Jackson (jillian.carson-jackson@amsa.gov.au) by the 1200 on the Friday before the meeting. Realizing that unforeseen events often arise, should you find that that you cannot attend please advise Barclay by 0930 on the Monday before the meeting and the "no show" charge should be avoided.

Annual General Meeting – a special thanks to all who were able to participate in the AGM!

Answer to Trivia Question – The Santa Maria – she was wrecked off the coast of Hispaniola.

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