



## **"THE SEA CHEST"**

### **Peninsula Ship Society Newsletter    September 2019**

The Peninsula Ship Society meets, in the lower lounge, at the Hastings Yacht Club on the fourth Tuesday of each month. The meetings commence with refreshments at 10am. After the meeting, at about noon, you are invited to join most of the attendees of the meeting at the Westernport Hotel and enjoy a reasonably priced meal.

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#### **The Last Meeting**



The lighthouse at the Greek island of Pharos



McCrae Lighthouse, a Chance Bros. lighthouse

Our speaker at the last meeting was Mary Iles, who proudly told us that she was a *Pharologist*. She then told us that this meant that she is a student of lighthouses, their construction and illumination. Pharos of Alexandria is believed to be the world's first lighthouse and was built in the third century B.C. It is very appropriate that Mary is a Pharologist, because she is a descendent of the Chance family who established Chance Brothers and Company in 1824. Mary gave us a fascinating presentation about her family, the work done by Chance Bros. and the many lighthouses that Chance Bros. were involved with. One of those lighthouses was the Eastern Light at McCrae, which was built, by Chance Bros., in England in 1874, but it was not lit at McCrae until 1883.

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#### **The Next Meeting**

Our next meeting will be held on Tuesday, 24<sup>th</sup> September. The speaker at this meeting will be our member, David Baird, who is a Master Mariner. After his initial seagoing career, David was appointed the Harbour Master of Western Port. David talk will be about shipping in Western Port. Later in his career David held a position with the Australian Maritime Safety Authority.

### **P.S.S. proposed trip to Sale on Monday 3<sup>rd</sup>- 5<sup>th</sup> February 2020**

Just a reminder about the proposed visit to Sale early next year. Briefly, the cost is about \$330 per single, \$230 twin share. Full details will be available at the September P.S.S. meeting or contact Chris Hart at [arijaba@bigpond.com](mailto:arijaba@bigpond.com). It is appreciated that the date proposed may not suit some people, so we can, if necessary, change the date if there is sufficient demand to do so. Other possible dates are 17<sup>th</sup> February, 24<sup>th</sup> February or 2<sup>nd</sup> March. Another suggestion is that we have three departure points for the coach, Hastings, Mornington and Frankston. These details can be finalised later. We need at least 16 participants for the trip to be economically viable.

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### **SuperYacht Nero**

**Nero** is one of the world's largest luxury motor yachts, having a length of 90.1 metres (296 feet). The London-born entrepreneur, Neil Taylor, in 2007, had plans to restore a yacht from the era when J. P. Morgan owned a series of yachts that were the best in the world. Neil was unable to find a suitable vessel, so he had a modern replica built. *Nero* was delivered in 2008 from the Chinese builder, Corsair Yachts. The vessel has accommodation for up to 12 guests, in 6 cabins and has a crew of 20.



Corsair II, built in 1899 for J. P. Morgan



Nero, built in 2007, for Neil Taylor

*Nero* has been a popular charter vessel in the Mediterranean in summer and in the Caribbean in winter. The vessel underwent a change of ownership earlier in the year and has been undergoing maintenance works at the Amico and Company yard in Genoa. The vessel entered a dry dock and was undergoing the pumping out of the dry dock when the yacht listed to port on Tuesday, 10<sup>th</sup> September.



A very embarrassing situation for the shipyard personnel, but none of the ship's crew were seriously injured in the incident. The vessel was not damaged to a great extent, in the accident. One would imagine that the new owner, the Irish Billionaire, Denis O'Brien, is not very happy with Amico and Company.

## **CMA CGM profit declines nine-fold to US\$2.3 million as sales rise 4.6pc**

French shipping giant CMA CGM's second quarter net profit fell nine-fold to US\$2.3 million year on year yet enjoyed a 4.6 per cent quarterly revenue increase to \$6 million in the same period. The company also posted a 6.3 per cent year-on-year increase in container volume. The number of ships in the company fleet increased 3.7 per cent to **528**, while fleet capacity increased five per cent to **2.76 million TEU**. The quarter was marked, said the company, by "solid operating performance, driven by improvements in cost control, resulting in a 60.1 per cent increase in EBITDA (excluding CEVA Logistics) Volumes transported by CMA CGM increased 6.3 per cent, driven mostly by growth in short sea and US trades." The group thus relied on the network of intra-regional subsidiaries such as CNC in intra-Asia, Mercosul in cabotage and door-to-door in Brazil, ANL in Australia and Oceania as well as Containerships in intra-European trades. The deployment of the cost reduction plan allowed to reduce operational expenses by \$51 per TEU in the second quarter compared to the first quarter. "This mainly comes from initiatives to rationalise certain trades, the efforts to always improve operational efficiency, lower logistics costs and the reduction of the group's ships consumption," said the company statement.

Following the closing of CMA CGM's tender for CEVA Logistics, a new corporate governance structure was put in place, with the election of Rodolphe Saade as chairman and Nicolas Sartini as CEO. By consolidating the company's management teams and support functions, the new operations centre in Marseilles, which opened on June 25<sup>th</sup>, leadership and management of the group's logistics activities were strengthened. In a context of geopolitical uncertainty, the CMA CGM continues to focus its efforts on operational efficiency, cost control and the rationalisation of its industrial activities and brands. "In addition, the positive momentum generated by the acquisition of CEVA Logistics will gradually enable the group to benefit from a less volatile and more diversified environment than the maritime sector," the company said. "Thanks to all the measures put in place, the group is confident for the second half of 2019, which should be better than the first one."



**CMA CGM ARKANSAS** (IMO: 9722651) is a Container Ship registered and sailing under the flag of Malta. **CMA CGM ARKANSAS** was built in 2015 by Samsung Shipbuilding and Heavy Industries, Geoje, South Korea. The length overall (LOA) is 299.9 metres, beam is 48.2 metres and maximum draught is 12.5 metres. Her container capacity is 9200 TEU. The Gross Tonnage is 94,440 tons and the deadweight is 104,236 tons. The owner of the vessel is the Bank of Communications, Shanghai China and the Manager is CMA CGM.

## The car carrier ***Golden Ray***

Anyone watching a car carrier, either enter or leave Port Phillip, possibly wonders how the ship they are looking at remains upright.



These doubts were justified when, last week, the 71,178 gross tonnage Car Carrier ***Golden Ray*** was departing the Port of Brunswick in the U.S.A., when it listed severely to starboard and gradually continued to list until it was lying at 90° from the vertical. The vessel was bound for Baltimore and was carrying about 4,000 vehicles, of its maximum capacity of 6,933 vehicles.



This vessel was built by Mitsubishi Heavy Industries in Kobe, Japan in 2017. The vessel has a length of 199.95 metres and a breadth of 25.4 metres. When the accident occurred, the vessel had a crew of twenty-three, plus a pilot. Twenty were able to get off the ship just after the capsizing but four of the engine-room staff were trapped in this part of the ship for thirty-six hours.



It has been reported that the weather was clear and calm when the vessel left Brunswick. The reason for the capsizing is yet to be officially determined, but it has been stated that if the ship was turning at high enough speed, this could have caused sufficient listing of the ship to set off a chain reaction that resulted in vehicles moving and eventually pulling the ship over to its eventual demise.